The Hong Kong Daily Press.

No 4368 第四千三百六十八號 日四廿月九唐 年未辛治同 HONGKONG, MONDAY, 6TH NOVEMBER, 1871. 港香 [PRICE $2½ PER MONTH.

Arrivals.

Nov. 4, REBECCA, North German brig, 266, Schopper, Tamsui 1st November, Rice. —WM. PUSTAU & Co.

Nov. 4, NEVA, Rus. ship, 1,624, Jose Maria San Pedro, Callao 28th August, Ballast. —LANDSTEIN & Co.

Nov. 4, EARLY MORN, Brit. sh., Nr Tureman, Shanghai 29th October, 17,000 piculs Rice.—RUSSELL & Co.

Nov. 5, PROVENCE, French str., 1,991, Mincaire, Shanghai 2nd November, General.—MESSAGERIES MARITIMES.

Nov. 5, ANNE MARIE, French bk., 401, Eudel, Saigon 13th September, Rice.—F. DEGENAER.

Nov. 5, GREAT NORTHERN, Brit. str., 860, F. Murrell, Chukiang 31st October, Rice.—JOHN BURD & Co.

Nov. 5, H.I.C.M. gun-ves. PENG-CHAO-HOI, 600, L. G. Vassallo, from Canton Nov. 5th.

Nov. 5, VOLGA, French str., 951, Flambeau, Yokohama 29th October, General.—MESSAGERIES MARITIMES.

Nov. 6, KVIK, Norw. brig, 180, Loring, Newchwang 27th October, 4,200 piculs Beans.—ORDER.

Nov 6, FAIRY QUEEN, Brit. bg., 213, W. Wright, 27th October, 5,000 piculs Beans.—CHINESE.

Nov. 6, NIPHON, Ned. brig, 220, P. Vuyk, Yokohama 22nd October, 5,000 piculs Rice.—D. SASSOON, SONS & Co.

Departures.

Nov. 4, SUWONADA, str., for Shanghai.
Nov. 4, PRINCE WALDEMAR, for Bombay.
Nov. 4, GAVIOTA, for Foochow.
Nov. 4, ENTERPRISE, for Bangkok.
Nov. 5, DIANA, for Yokohama.
Nov. 5, AARHUUS, for Takao.
Nov. 5, ALEXANDER LAVALLEY, str., for Saigon.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, 4TH NOVEMBER.

Fred. Warren, for Manila.
Anna Bella, for Saigon.
Diana, for Yokohama.
Bertha, for Hamburg.
Shirley for San Francisco.
Alexander Lavalley, str., for Saigon.
Suwonada, str., for Shanghai.

Passengers.

Per *Volga*, str., from Yokohama,—
Messrs. Pougny, D. Botto, Pierre Bertone, Ontogini, Meynard, Mazzoldi, Meazza, Montalbette, Reboul, Cheynet, Dubief, E. Pini, Faler, Yonedgarra, Cirette, Johnson, Causse, Simon, Morlachi, Raoux, Orgenson, Thomas, Labalme, Cotarob, Berthezene, Rourierre, Bastianni, Rodier, Koin, J. Grenier, six soldiers, and 1 Chinese.

Per *Provence*, str., from Shanghai,—
For Hongkong.—Mr. Maxwell and 42 Chinese. For Saigon.—Mr. Richier. For Marseilles.—Messrs. Lessmann, De Crety, Usill, Hargret, Taittinl.

Reports.

The British brig *Fairy Queen* reports fresh Northerly winds in the Gulf, and from Shantung down strong N.E. winds till arrival.

The Ned. brig *Niphon* reports left Yokohama on the 22nd October, had variable winds for three days on the Coast of Japan, after which N.E. winds till the last three days, when it blew stronger from the N.E. till arrival.

The Norw. brig *Kvik* reports left Newchwang on 27th October, had strong N.E. wind the most of the passage down; off Shanghai had calms.

The French steamship *Provence*, from Shanghai on 2nd November, reports moderate weather all the passage.

The French steamship *Volga* reports left Yokohama on 29th October, had moderate weather all the passage down.

The British ship *Early Morn* reports left Shanghai on 29th October, had the first part of passage cloudy weather, wind from N. to E.N.E. for 30 hours, then had fine weather and moderate monsoon till arrival.

The British steamer *Great Northern* reports left Chukiang on 31st October, had strong N.E. with high sea till arrival.

The French bark *Anne Marie* reports left Saigon on 13th September, with fine weather, which lasted till the last three days, when increased from the N.E. to a gale, with a tremendous high sea till arrival in Hongkong.

The British steamship *Douglas* reports left Foochow on 1st November, Amoy on the 2nd, and Swatow on the 3rd; steamers *Glengyle*, *Singapore* and *Ping-on* in Foochow; the steamship *Yesso* left Amoy on the 2nd for Foochow; at 4 p.m. on the 3rd, passed steamer *Bombay*, and American steamer *Luzon* bound into Swatow; at 7.20, passed a steamer, bound North; moderate monsoon and fine weather throughout the passage.

The P. M. S. S. Co.'s steamship *Great Republic*, Commander W. B. Cobb, reports left San Francisco on 30th September at noon; arrived at Yokohama on October 25th; fine weather on the voyage out; on October 24th, Wm. H. Sieders, third-officer, died of constipation, buried at Yokohama; on October 27th, at midnight sailed from Yokohama; experienced strong S.W. winds along the Japan Coast, strong N.E. monsoon down China Sea. Off Tong-mi Point, exchanged signals with British str. *Cleator*. Off Breaker Point, exchanged signals with P. & O. str. *Bombay*.

Auction Sale To-day.

H. JURGENS & Co.
Sundry Articles.

NOTICE.

THE HONGKONG HOTEL COMPANY, LIMITED, having leased the HONGKONG HOTEL to LEE AFONG from the 1st day of November, 1871, will not be RESPONSIBLE for any Contracts entered into by him, nor for any Goods supplied to him or his order.
By order,
For the Hongkong Hotel Co., Limited,
ED. BAKER,
Secretary.
tf 1879 Hongkong, 31st October, 1871.

WANTED.

A SITUATION in a Mercantile Office or Bank at any of the Ports of China, Shanghai or Yokohama preferable, by one who has great experience as a Book-keeper; writes a good hand, and can undertake corresponding on business matters.
Apply to E. V. C., care of the Editor of the *Daily Press*.
tf 1708 Hongkong, 6th October, 1871.

NOTICE

MESSRS. L. FRICKEL & CO TEMPORARY ENTRANCE
tf 1666 *ON THE PRAYA.* [Sept. 30

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.
Successor to RODMOND GIBBONS & Co.,
Sole Agents for:
Winchester Repeating Arms and Ammunition, Du Pont's Blasting and Sporting Powder, Lake Superior and Pacific Fuse Company's Eagle Safety Fuse. [1y 589 April 6

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
SUBSCRIBED CAPITAL 5,000,000 of Dollars.

Court of Directors:—
Chairman—HON. R. ROWETT.
Deputy Chairman—T. PYKE, Esq.
E. R. Bolihos, Esq. | Julius Menke, Esq.
A. Joost, Esq. | S. D. Sassoon, Esq.
Wm. Lemann, Esq. | G. F. Weller, Esq.
H. Melchers, Esq.

Managers:—
Hongkong—James Greig, Esq., Chief Manager.
Shanghai—David McLean, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months' 2 per cent. per annum,
6 „ 4 „ „
12 „ 5 „ „
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East.
tf 1062 Hongkong, 9th September, 1871.

GERMAN BANK OF LONDON (Limited).

DIRECTORS.
GEORGE ALBRECHT, Bremen.
EDWARD HENRY GREEN, London.
CARL KLOTZ, Frankfort-on-the-Main.
VICTOR FREIHERR VON MAGNUS, Berlin.
JULIUS MAY, Frankfort-on-the-Main.
ADOLPH VOM RATH, Cologne.
CHARLES FERDINAND RODEWALD, London.
FREDERICK RODEWALD, London.
THOMAS SELLAR, London.
RUDOLPH SULZBACH, Frankfort-on-the-Main.
L. JOSEPH SPEYER, Frankfort-on-the-Main.

Managing Director—OTTO NESTLE.
Assistant Manager—LEOPOLD BONN.
Auditor—GEORGE THOMAS BROOKING.
Bankers—THE LONDON JOINT STOCK BANK, LONDON.

The Capital of the German Bank of London, Limited, is £2,000,000, divided into 200,000 Shares of £10 each: of which 60,000 Shares, representing a capital of £600,000, have been issued, subscribed for, and allotted, and are intended to be fully paid up within six months.
The Bank is established in London, and has no branches on the Continent or abroad. It is now prepared to open business, to negotiate approved securities, and generally to attend to transactions appertaining to Foreign banking business.
Bartholomew House, Bartholomew-lane, London, E.C., April, 1871. [6m 1070 June 24

NOTICE.

THE undermentioned Local Insurance Offices are prepared to issue Policies, covering Merchandize by *first-class Steamers to London, via Suez Canal*, at the following rates of premium.

		with average	*f.p.a.*
From Canton	Tea,	2¾%	1¾%
„ Macao	Silk,	2 %	1¼%
„ Hongkong	Other Merchandize,	2½%	1¾%

JARDINE, MATHESON & Co.,
General Agents, Canton Insurance Office.

N. J. EDE,
Secretary, Union Insurance Society of Canton.

J. KENNARD DAVIS,
Agent, North China Insurance Company.

RUSSELL & Co.,
Agents, Yangtze Insurance Association of Shanghai.

AUGUSTINE HEARD & Co.,
General Agents, China Traders Insurance Company, Limited.

WM. PUSTAU & Co.,
Agents, China and Japan Marine Insurance Company.

OLYPHANT & Co.,
General Agents, Chinese Insurance Company, Limited.
tf 872 Hongkong, 18th May, 1871.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

REDUCTION IN RATES ON CHINESE RISKS.

ON and after the 15th instant, the minimum rate for the insurance against Fire of Chinese Premises in this Colony will be reduced to Two per cent. per annum.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong Fire Insurance Co., Limited.
tf 1997 Hongkong, 14th November, 1870.

CONSULAT DE FRANCE A HONGKONG

DES Soumissions cachetées pour la Fourniture de la FARINE DE FROMENT à effectuer à Saigon, pendant l'année 1872-73, pour le service des Subsistances de la Marine, seront reçues au Consulat de France jusqu'au 15 Décembre 1871 à 4 P.M. Il sera donné communication du cahier des charges relatif à l'adjudication en la Chancellerie tous les jours de 1 à 2 heures.
Le Gérant du Consulat.
CHS. L. DE LA FOREST.
Hongkong, 28th September, 1871.

FRENCH CONSULATE, HONGKONG.

SEALED TENDERS for the supply of WHEAT FLOUR, to be delivered at Saigon in the course of the year 1872-73 for the Commissariat of the Navy, will be received at the French Consulate up to 4 P.M. of the 15th December. Particulars as to the list of conditions on which the adjudication will be based, will be communicated at the Chancellor's Office, from 1 to 2 P.M. every day.
CH. L. DE LA FOREST,
Acting French Consul.
1662 Hongkong, 28th September, 1871.

FOR SALE, by private contract, the Three first-class GODOWNS situate on Inland lot No. 73, opposite the premises formerly occupied by Messrs. FLETCHER & Co.
For particulars, &c., apply to
TURNER & Co.
tf 534 Hongkong, 29th March, 1871.

NOTICE.

ESTATE OF WILLIAM BALFOUR KINNEAR, Esq., *Deceased.*

ALL persons having claims against the Estate of the late WM. B. KINNEAR, late of Foochow, deceased, are requested to send particulars thereof to the Undersigned, on or before the 1st October next, otherwise such claim will not be admitted. All persons indebted to, or holding funds or property of, the said WM. B. KINNEAR, are requested to communicate as soon as possible with the undersigned.
HENRY LOWCOCK,
Attorney for GEORGE THOMAS KINNEAR,
Sole Executor.
tf 1454 Hongkong, 26th August, 1871.

ORIENTAL HOTEL BOWLING ALLEYS.
Proprietor—J. BAYNES.
Wines and Spirits of the best quality only.
tf 1726 Hongkong, 11th October, 1871.

Notices of Firms.

MR. CARLOS V. M. MARQUES has this day been admitted a partner in our firm.
DA SILVA & Co.
7d 1869 Hongkong, 1st November, 1871.

I HAVE this day established myself at this port as GENERAL COMMISSION AGENT.
Office:—16, Bank Buildings, Queen's Road.
C. R. MEUSER.
1m 1788 Hongkong, 16th October, 1871.

NOTICE.

THE business hitherto carried on at this place under the style of HAUSCHILD & SORNSEN having been amalgamated with our own, both Mr. L. HAUSCHILD and Mr. F. SORNSEN have this day been admitted partners in our firm, which in future will consist of
MR. WM. G. HALE.
„ J. G. CASWELL.
„ L. HAUSCHILD.
„ F. SORNSEN.
WM. G. HALE & Co.
tf 1744 Saigon, 1st October, 1871.

MR. THOMAS PICKERING DROWN is a partner in my business from this day, which will in future be conducted under the Style or Firm of E. VINCENT & Co.
E. VINCENT.
tf 1676 Swatow, 2nd October, 1871.

THE interest and responsibility of Mr. J. DEFRIES in our firm ceased from this date.
E. ESTARICO & Co.
tf 1553 Hongkong, 1st September, 1871.

NOTICE.

MR. WILLIAM HENRY MOORE and MR. OTTO FRIEDRICH, have this day been admitted partners in our firm.
LAMMERT, ATKINSON & Co.
tf 1258 Hongkong, 30th June, 1870.

NOTICE.

MR. WILLIAM ABBOTT TURNBULL is authorised to sign our firm from this date.
BIRLEY, WORTHINGTON & Co.
tf 829 Shanghai, 1st May, 1871.

THE interest and responsibility of Mr. J. A KOCK in our firm, ceased on the 28th of July by mutual consent, and we shall carry on our business, as hitherto, under the same style.
J. SMITH & Co.
tf 1410 Chefoo, 6th August, 1871.

THE Undersigned having this day entered into partnership as Merchants and Commission Agents, will conduct their business under the name and style of NORTON, LYALL & Co.
EDWARD NORTON.
ROBERT LYALL.
tf 1 Hongkong, 1st January, 1871.

THE Undersigned have to-day established at this place a GENERAL COMMISSION and AGENCY BUSINESS, in connection with a Steam Rice-Mill, under the style and firm of
WINDSOR, REDLICH & Co.
DANIEL T. WINDSOR.
ALEXIS REDLICH.
Bangkok, Siam, 15th August, 1871. [3m 1388

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.
AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.
No charge for Policy fees.
JAS. B. COUGHTRIE,
Secretary
Hongkong, 1st November, 1871. [tf 385

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1870.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a List of their contributions for the year ending 31st December last, in order that the distribution of 20 % of the nett profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
tf 1310 Hongkong, 1st August, 1871.

COAST OF CHINA.

NOTICE TO MARINERS.

CHAPEL ISLAND LIGHTHOUSE.

ON or about the 15th of November next, the Chapel Island Light will be lighted.
The apparatus is of the First Order, shewing all round the horizon a Fixed White Light varied by Flashes at intervals of half a minute. The centre of the light is 227 feet above High water, and in clear weather it will be visible 22 nautical miles. The lighthouse is 63 feet in height from base to vane. The tower will be painted black, and the Lightkeepers' dwellings and surrounding wall will be painted white.
(Signed) A. M. BISBEE,
Divisional Inspector.
Harbour Master's Office,
Amoy, 20th October, 1871. [tf 1833

NOTICE OF REMOVAL.

ROSE & Co. have temporarily REMOVED their Business Premises from the Corner of Pottinger and Wellington to that of D'Aguilar and Wellington Streets, opposite Club Chambers, the Premises formerly occupied by Mr. A. BOYES.
tf 1532 Hongkong, 7th September, 1871.

TAKASIMA COLLIERY, NAGASAKI.

THE Undersigned are prepared to supply Coals from the Takasima Colliery (8 foot seam), in quantities as required, to be delivered on board ship in this Harbor.
Note.—The Specific Gravity of Takasima Coal is 1.245, it contains 82.07 per cent. of Carbon, and is admitted to be fully equal to the best English North Country Coal for steaming and all other purposes
GLOVER & Co.
Agent in Hongkong,
NORTON, LYALL & Co.
tf 1951 Nagasaki, Japan, October, 1870.

TEN DOLLARS REWARD.
LOST,
TUESDAY EVENING, between the Club and the Hotel, four Chubb's KEYS on a gold split ring. The finder bringing same to the Manager at the Hongkong Hotel will receive Ten Dollars reward.
tf 1843 Hongkong, 27th October, 1871.

WANTED
A STEWARD for the HONGKONG HOTEL. Apply to
THE MANAGER.
N.B.—None but superior men, with unexceptionable references, need apply.
tf 1876 Hongkong, 1st November, 1871.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
ESTABLISHED 1843.
THE Undersigned is authorised to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.
A. McIVER, *Agent.*
tf Hongkong, 1st July, 1867.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. Tennent, Glasgow, and Messrs. David Corsar & Sons Arbroath.
ARNHOLD, KARBERG & Co.
tf 412 Hongkong, January, 1867.

Auctions.

GENERAL WEEKLY SALE.

H. JURGENS & Co. will sell by Public Auction,
THIS DAY,
the 6th November, 1871, at their Sales Room, Queen's Road, at noon,—
Colored and White FLANNEL, Wool VESTS and SCARFS, TWEED, Whitney and Mohair CLOTH, Black Felt HATS, RUGS, CARPETS, Australian BUTTER, CHEESE, BEER, CHAMPAGNE, BRANDY, SHOVELS, Wire ROPE, &c., &c.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
1900 Hongkong, 4th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on
THURSDAY,
the 9th instant, at noon,
At the Godowns of Messrs. GIBB, LIVINGSTON & Co.,—
(On account of the concerned,)
1,534 Packages TEA.
Ex "*City of Aberdeen.*"
(All more or less Damaged by Sea Water).
Catalogues will be issued on Monday morning, and can be had on application.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
W. K. HUGHES,
Auctioneer.
1892 Hongkong, 3rd November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq, H. M. Acting Naval Storekeeper, to sell by Public Auction, on
THURSDAY,
the 16th November, 1871, at 11 o'clock A.M.,
At H. M. Naval Yard,—
Sundry Naval and Victualling STORES, comprising Old Wrought IRON, Iron CASKS, Iron HOOPS, STEEL, VICES, WINCHES, Bunting GLASS, LEATHER, SOCKS, BOATS, &c., &c.
BISCUITS, FLOUR, RAISINS, CHOCOLATE, SUGAR, &c., &c.
CASKS, CASES, BAGS, Cotton DRILL, BLANKETS, MARINE CLOTHING, JACKETS, FROCKS, TROWSERS, &c., &c.
TERMS OF SALE.—Cash before delivery Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1905 Hongkong, 6th November, 1871.

PUBLIC AUCTION.

THE Undersigned has received instructions from R. F. HAWKE, Esq., Acting Naval Storekeeper, to sell by Public Auction, at the Naval Yard, on
FRIDAY,
the 1st of December, 1871, at 11 A.M.,—
H. M. Gun Boat
"*STARLING.*"
One Anchor and Chain to be sold with the vessel.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG.
Government Auctioneer.
1883 Hongkong, 3rd November, 1871.

DENT & CO.'S ESTATE.

A FOURTH DIVIDEND of Two per cent. on all Claims against the above Estate admitted by the Trustees, will be paid at their Office, No. 7, Pedder's Hill, on the First Day of August next.
tf 1100 Hongkong, 27th June, 1871.

THE LONDON ASSURANCE,
INCORPORATED BY ROYAL CHARTER
OF
HIS MAJESTY KING GEORGE THE FIRST,
A.D. 1720.
THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—
MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.
FIRE DEPARTMENT,
Policies issued for long or short periods at current rates.
LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000 on reasonable terms.
HOLLIDAY, WISE & Co.
tf 1927 Hongkong, 1st November, 1870.

NOTICE

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents of the above Insurance Company, are prepared to issue Policies against Marine risks on Freight and Cargo at Current rates, subject to a discount of 15 %.
BUTTERFIELD & SWIRE.
tf 1753 Hongkong, 1st October, 1870.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings' Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships Building and Repairing; Barges and other Vessels on Navigable Rivers and Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, FROM LOSS OR DAMAGE BY FIRE.
The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of $50,000 on any one First Class Risk.
GIBB, LIVINGSTON & Co.
Hongkong, 1st January, 1867.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED, (OF LONDON).

THE Undersigned having been appointed Agents for the above Company at this Port, Shanghai, Foochow, Hankow, and Yokohama, are prepared to accept Marine Risks at Current Rates.
GILMAN & Co.,
Agents.
tf 437 Hongkong, 9th March, 1871.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THIS Company grants Policies on Marine Risks at the established local Rates, to all parts of the World.
In addition to the usual brokerage, thirty per Cent (30%) of the Profits will be returned as Bonus to all contributors of business, whether Shareholders or not, rateably in proportion to the amount of Net Premia contributed.
No Policy Fees charged.
WM. PUSTAU & Co.,
Agents.
tf 1402 Hongkong, 27th July, 1870.

THE ROYAL EXCHANGE ASSURANCE OF LONDON.

THE Undersigned having been appointed Agents of the above Corporation, are prepared to grant Policies against Fire at current rates.
BUTTERFIELD & SWIRE,
Agents, 4, Praya.
tf 1569 Hongkong, 26th August, 1870.

MERCHANT'S MUTUAL MARINE INSURANCE COMPANY OF SAN FRANCISCO.

ENGAGED EXCLUSIVELY IN MARINE INSURANCE.
Paid up Capital—$500,000.00.

THE Undersigned having been duly appointed Agents of the above Company, are prepared to accept Marine Risks on the usual terms
OLYPHANT & Co.
tf 1292 Hongkong, 2nd July, 1869.

Intimations.

VICTORIA REGATTA CLUB.

THE Eighteenth Annual Regatta will take place on the 22nd and 23rd November next.
Gentlemen who are desirous of joining this Club are requested to send in their names to the undersigned.
H. J. H. TRIPP,
Hon. Secretary.
tf 1589 Hongkong, 18th September, 1871.

NOTIFICATION.

NIUCHUANG LIGHTSHIP.

NOTICE is hereby given, that the Lightship "*Niuchuang*" will be REMOVED from her position on the Bar at the entrance to the Liau River, after the 31st October next.
T. G. LUSON,
Commissioner of Customs.
Custom House,
Niuchuang, 30th September, 1871. [1m 1829

PORT OF AMOY.

SHIPOWNERS, AGENTS, and COMMANDERS are informed that the DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility, at moderate charges, for
REPAIRING AND SPARRING VESSELS
AND
CLEANING AND PAINTING IRON SHIPS AND STEAMERS.

THEIR LARGE GRANITE DOCK, Has 286 feet length on the blocks, and at average spring tides can receive Vessels of 16 to 17 feet draught. It has a
CAISSON GATE, AND POWERFUL CENTRIFUGAL STEAM-PUMP,
And an Engineers' work-shop fitted with Lathes and Tools, driven by steam. Iron and Brass Foundries, Boiler-makers' shop, a large Smithy, and Carpenters' and Boat-builders' sheds. All superintended by resident Europeans.

Their two smaller GRANITE DOCKS can receive, at spring tides, Vessels drawing 12 feet.

Spars, Timber, and other Dock-yard material kept in stock.

Quarters for Officers, and a DRY GODOWN or STORES, of Vessels under repair.
tf 2317 Amoy, December, 1868.

FOOCHOW DOCK.

RIVER MIN.

THE above granite floored DOCK, of the following Dimensions, viz: Length, 300 feet, Breadth at Bottom, 40 feet, is capable of receiving Vessels drawing 13 to 16 feet, as the state of the Tides will allow. The Dock runs dry to the Blocks and is pumped out by Steam.
The above premises comprise a large Machine-Shop, containing a
WITHWORTH'S 12-INCH SCREW CUTTING GAP LATHE,
DRILLING AND SCREWING MACHINES,
A LARGE SMITHY, &c., &c., &c.
Large Godowns are on the premises for STOWAGE OF CARGO, &c., &c. A large Stock of Woods, Metal, &c., &c., always on hand.
The Dock Steam Tug *Woosung* is available at all times to tow vessels to or from Sea, at current rates, on application to
J. S. LAMONT,
Superintendent.
The list of Charges for lighting or remetalling vessels can be obtained from
Messrs. NORTON, LYALL & Co., Hongkong.
Messrs. LANE, CRAWFORD & Co., Shanghai.
tf 876 May3

SADDLERY.

AT COST PRICE.—A General ASSORTMENT from the
BEST LONDON HOUSES.
Also,
Driving and Riding WHIPS.
BONNETT & Co.,
26, Queen's Road, Hongkong.
3m 1680 Hongkong, October 2nd, 1871.

FOR SALE, EX "NEW ARRIVALS."

AN INVOICE of first quality Hoth's RUSSIAN ROPE, consisting of:—
4 stranded ROPE, from 7¼ inches downwards.
3 „ „ „ 3¾ „ „
BOLT ROPE, „ 5½ „ „
RATTLINE-STUFF, HOUSE-LINE, MARLINE, HAMBROLINE, 2 and 3 YARN SPUNYARN.

Best English-made White LINES, viz.: Hand Lead LINES, Signal HALYARDS, LOG-LINES, Fishing LINES.

PUMP and Rigging LEATHER.

Copper TACKS, Copper Boat NAILS and BURRS.

India Rubber PACKING.

Canvas HOSE.

Brown Tarred SHEATHING FELT.

Peacock's Patent COMPOSITION.

SOFT SOAP, for Engine purposes.

Wire Tube BRUSHES, assorted sizes.
Paint BRUSHES, do.

White Brothers' best Portland CEMENT.

KEROSINE OIL.

At LAMMERT, ATKINSON & Co.
tf 1169 Hongkong, 10th July, 1871.

FOR SALE.
500 CASKS best PORTLAND CEMENT.
Apply to
FREDERIC DEGENAER.
2m 1541 Hongkong, 8th September, 1871.

CANTON RACES.

THE above will take place at Honam, on THURSDAY, the 14th, and FRIDAY, the 15th December, 1871.
WESTON GIBSON,
Clerk of the Course.
1m 1712 Canton, 6th October, 1871.

EDUCATION IN GERMANY.
FRANKFORT-MAYNE.
PRINCIPAL—DR. LOUIS GEISOW.
Assisted by 18 duly qualified teachers, who reside on the premises.
THIS establishment works under the supervision of the Prussian Ministry of Public Instruction.
Young gentlemen between six and eighteen years prepared for the universities, Civil and Military Services, and Commercial Pursuits. For prospectus, stating terms and giving full particulars, apply at the Office of this Paper. [1m 1799

THE TOURIST'S GUIDE.—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Intimations.

NOTICE.

DURING my temporary absence Mr. WM. MATHISEN will sign my name per procuration.
FREDERIC DEGENAER.
tf 1909 Hongkong, 5th November, 1871.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

IT is hereby notified that on and after this date no fee will be charged on Policies issued by the Company.
JARDINE, MATHESON & Co.,
General Managers.
1m 1875 Hongkong, 1st November, 1871.

NOTICE.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

FROM this date, there will be no fee charged for Policies issued by this Company.
AUGUSTINE HEARD & Co.,
Secretaries.
tf 1877 Hongkong, 1st November, 1871.

THE HONGKONG PIER AND GODOWN COMPANY, LIMITED.

NOTICE.

THE SECOND CALL of TWENTY-FIVE DOLLARS per Share on the Shares of the above named Company, is payable on the Fifteenth day of November, 1871, at the HONGKONG AND SHANGHAI BANKING CORPORATION, where receipts will be granted for the same.
Interest at the rate of Twelve (12) per centum per Annum will be charged on all Calls unpaid on the 15th day of November.
N. B. DENNYS,
Acting Secretary.
7, Pedder's Hill,
1813 Hongkong, 20th October, 1871.

THE GLOBE MARINE INSURANCE COMPANY, (LIMITED).

SUBSCRIBED CAPITAL, £500,000, IN 25,000 SHARES OF £20 EACH.

CAPITAL PAID-UP, £100,000.

THE Company combines, with all the usual advantages of other well-managed Marine Insurance Companies, distinctive features, which offer special inducements to Insurers. The Company's Articles of Association provide that Insurers shall have a Substantial Share in the profits of the business. Whenever the net profits in any year shall have sufficed to pay the Shareholders a dividend of 10 per cent. on their paid-up Capital, 25 per cent. of the surplus is to be distributed pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premiums.
The Undersigned, having been appointed agents in China for the above Company, are prepared to grant policies covering marine risks at current rates.
SIEMSSEN & Co.
3m 1507 Hongkong, 14th September, 1871.

PRIVATE APARTMENTS.

MR. W. E. ROGERS having leased the LUSITANO CLUB BUILDING, is desirous of obtaining a few BOARDERS, having several suites of WELL FURNISHED ROOMS unoccupied. The Apartments can be had with or without Board. Apply as above.
1738 Hongkong, 14th October, 1871.

MR. ALFRED SINGER,
TEACHER OF THE PIANOFORTE,
IS prepared to take a limited number of Pupils during his stay in Hongkong. For particulars, apply by letter, CLUB LUSITANO BUILDING.
1m 1767 Hongkong, 16th October, 1871.

STEAM YACHT *EARLY BIRD.*

THE above Vessel is open to hire for EXCURSION TRIPS.
For Terms, apply to
J. S. HOOK, SON & Co.
1m 1832 Hongkong, 25th October, 1871.

HAWKINS'S HORSE REPOSITORY,
Rear of Murray Barracks, Hongkong.
HORSES received on LIVERY.
Horses BROKEN to Harness.
HORSES, PONIES, HARNESS and CARRIAGES, for Sale. *Also,*
Best quality of HAY, OATS, GRAM, BARLEY, and Indian CORN, for Sale.
HORSES and CARRIAGES for Hire.
PONIES do. do. do.
HORSE SHOEING on the most improved principles, under his own superintendence.
T. E. HAWKINS,
(Late Farrier-Major, Bengal Horse Artillery).
N.B.—All Diseases of the Horse attended to.
tf 559 Hongkong, 11th August, 1871.

TO LET,
(With possession on or about the 1st January, 1872).
THE PREMISES in Wyndham Street, now occupied by the "German Club." Water and Gas laid on. Apply to
WILSON & SALWAY,
Architects, &c.
tf 1846 Hongkong, 27th October, 1871.

TO LET.

THE East half of the "Hermitage" on Caine Road, formerly occupied by T. G. HAYLLAR, Esq. Possession on 1st November. Apply to
RUSSELL & Co.
1m 1763 Hongkong, 14th October, 1871.

TO LET,
With immediate possession.
THE Ground-floor of our PREMISES facing Queen's Road.
SANDER & Co.
tf 1505 Hongkong, 5th September, 1871.

HOUSES TO LET.

IN various Parts of Hongkong. A list of HOUSES with *size, locality* and *terms* can be seen at No. 47, *Wyndham Street.*
THOS. W. BARRINGTON.
tf 642 Hongkong, 11th March, 1867.

TO LET.
With possession early in April.
THAT very desirable RESIDENCE, Glanseakin House, now in the occupation of the Hon. J. PAUNCEFOTE.
For particulars, apply to
ROB. S. WALKER & Co.
tf 434 Hongkong, 10th March, 1871.

TO LET.

THREE first-class two story GODOWNS, situate on Inland lot No. 73, opposite Fletcher & Co.'s old premises, at present in occupation of the Military.
Possession can be had early in February.
Apply to
TURNER & Co.
tf 183 Hongkong, 30th January, 1871.

TO LET.
(With possession on 1st January, 1871).
THAT very desirable BUNGALOW, situate at *Pokfoulum*, and known as "BELMONT," at present in the occupation of J. MENKE, Esq. Bowling Alley, Coach House, 4-stalled Stable, &c., attached. Water laid on. Apply to
GILMAN & Co.
tf 2192 Hongkong, 17th December, 1870.

TO LET.

FIRST-CLASS Granite GODOWNS, at Wanchi. Apply to
ROB. S. WALKER & Co.
tf 41 Hongkong, 9th January, 1871.

TO LET.

FIRST-CLASS Granite GODOWNS, at *Wanchai*, from 12 to 30,000 piculs capacity. Apply to
S. E. BURROWS & SONS.
tf 1790 Hongkong, 17th September, 1869.

Intimations.

UNDER THE PATRONAGE OF HIS EXCELLENCY THE LIEUT.-GOVERNOR, MAJOR-GENERAL WHITFEILD.

THE EUREKA TROUPE beg to announce that a
SPECIAL PERFORMANCE
will be given at the
CITY HALL THEATRE,
TO-MORROW (TUESDAY) EVENING, NOVEMBER 7TH.
By kind permission of Col. NORMAN, the Band of H. M.'s 10th Regiment will be in attendance, and play various selections during the evening.
A Plan of the Theatre can be seen at Messrs. LANE, CRAWFORD & Co.'s, where Seats may be secured.
For full particulars see programmes.

ON THURSDAY, NOV. 9TH.
BENEFIT OF MR. J. SMALL.
1881 Hongkong, 2nd November, 1871.

FOR AMOY *(direct).*

THE Steamship
"THALES,"
Captain Burnie, will leave for the above Port, TO-MORROW, the 7th instant, at daylight.
Despatches will close TO-DAY, at 6 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
1902 Hongkong, 6th November, 1871.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship
"FORMOSA,"
Captain Young, will be despatched for the above Ports TO-MORROW, the 7th instant, at 2 P.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
2d 1906 Hongkong, 6th November, 1871.

FOR NINGPO AND SHANGHAI.

THE German Steamship
"SEDAN,"
H. W. Winter, Master, will be despatched on WEDNESDAY, the 8th inst., as above.
For Freight or Passage, apply to
SIEMSSEN & Co.
1907 Hongkong, 6th November, 1871.

FOR SHANGHAI.

THE British Steamer
"EMERALD,"
will have immediate despatch for the above Port.
For Freight or Passage, apply to
OLYPHANT & Co.
tf 1908

BIRTH.

On the 5th inst., the wife of ALEX. LAW, Esq., of a Son, still born. [1910

The delivery of the *Daily Press* from this office commenced on Saturday morning at 10.15, and the last messengers left the office at 10 35.

The Daily Press

HONGKONG, NOVEMBER 6TH, 1871.

THE latest news concerning the CHUNG HOW Embassy is somewhat inexplicable. It appears that finding all attempts at negotiation in vain, they were on their way back to China via the United States, but that when at New York, they received information that they would after all be received by the French Government, and they accordingly retraced their steps. From this it would appear that they are certainly very anxious to avoid an abortive termination to their expedition; but the reason for their being called back by the French Government is somewhat inexplicable, and we shall look with some interest for further information in the papers to be brought by next mail. In England, it seems clear, that no notice has been taken of CHUNG HOW in any way—a circumstance which must have struck him, as he was no doubt fully aware of the attentions which were paid to the BURLINGAME Mission. What was done, however, was probably the best that could be done, and it is perhaps to be regretted that he was not allowed to go on his way after he had left France. Is is true that after so long a time has elapsed that country might, without impropriety, be disposed to treat the affair more leniently than they would, had they not been so occupied by the stirring events in their own country as to quite unable to attend to the matter, though they might not be disposed to allow it to pass without some guarantee for the future, and some better reparation than has as yet been accorded to them. But the fact that their views at the present time might be more friendly than they would have been a year and a half ago, does not make CHUNG HOW in any way a more suitable person to negotiate with now, than he was then. The simple answer to the Chinese Government on the subject was that CHUNG HOW was not a suitable person to send to European Courts, especially with regard to the Tientsin Massacre, in which there appeared good reason to believe he was himself at least negatively implicated. In doing this, no unnecessarily unfriendly spirit need have been manifested towards the Chinese Government, as they could not fail to be sensible of the justice of the objection, and if it had been insisted upon, they would in all likelihood, have appointed some one else or have settled the affair in a proper manner at Pekin. It has been asserted on apparently good authority that CHUNG HOW was sent mainly at the suggestion of the Foreign Ministers, but this has never been officially confirmed; and at all events it is clear that even if they did make the proposition, they did not at the time know the strong circumstances connecting CHUNG HOW with the affair, and which, as Mr. WADE explained, only came to their knowledge at a much latter date, and were sufficient to alter entirely the views of the British Chargé d' Affaires. A subsequent refusal to receive CHUNG HOW would not, therefore, have been inconsistent with any acquiescence in the scheme of the mission, that might have been previously given, or even with its having been actually suggested by the Foreign Representatives.

There is one explanation of the affair which is possible, and which is worthy at least of consideration. It may be that the audience question has at least been settled; and that it has been agreed that the Foreign Ministers are to be received at Pekin. It will be recollected that M. JULES FAVRE took up this ground when the question of according an official reception to CHUNG HOW was first mooted, and refused on behalf of his Government to receive CHUNG HOW unless the French Minister at Pekin were accorded the same courtesy. It is by no means impossible that the Pekin Government hearing that CHUNG HOW was actually returning, have been at last induced to yield the point. This would be entirely in accordance with all the traditions of Chinese negotiations, in which we have always found them willing to delay to the very last giving in upon any point to which they attached importance. The likelihood of the return of CHUNG HOW being only the prelude to future difficulties, must have been obvious to them. They know that France is rapidly rallying from the effects of the war, and that it would be as much within her power now as it was ever to inflict signal retribution for the outrage which has been committed upon her citizens. Seeing all this, they may have reluctantly yielded on the audience question, and have had the intelligence forwarded to Paris by telegram. This supposition would be consonant with the stoppage *in transitu* of the returning Chinese Ambassador; and if this prove to be the case, we shall before long be entering upon an entirely new phase of this matter.

It is open to question, however, whether this concession, if it has been granted, is sufficient to make it desirable to receive CHUNG HOW. On the whole, there is reason to believe that too much importance has always been attached to the question of audience. It is one which may doubtless appear of magnitude to Ministers whose status and dignity is involved in it, and as they are likely to have been more listened to on the subject than anyone else, it is easy to understand that the matter has been looked upon as of much significance. But after all, in a practical point of view, will much have been gained by the Ministers being presented to the occupant of the Dragon guarded throne? Is it not on the contrary likely that the step will tend to inflate rather than diminish Chinese official pride and vanity, which more than anything else stand in the way of the progress of foreign relations, while it will add little if anything to our means of furthering the practical ends of commercial and political intercourse, which it is our main object to secure.

The papers to hand by the American mail afford a good instance of the rapidity with which news travels round the world now-a-days. It will be remembered that the Public Meeting in Hongkong, at which a memorial to the British Government was adopted, took place on the afternoon of the 25th September. The *Alta California* of the 27th (a San Francisco morning paper), contains the following telegram, under date "London, Sept. 26th":—

British citizens of Hongkong have memorialised the Government relative to the insecurity of life and property abandoned, they would be at the mercy of the pirates which infest the China waters. However they were preserved from such a fate. The water did not reach the fires, and in about twenty hours after the accident, the steamer entered the harbour of Amoy, the second time, going immediately into dock."

The meetings of the Synod continues as interesting as ever. The subjects of schools and colportage are now under consideration. These meetings constitute a valuable school in which to teach the native ministers parliamentary usages.

The programme which the Eureka Variety Troupe have issued of the performance to be given to-morrow at the City Hall under the patronage of H.E. the Lieut.-Governor, promises a first rate entertainment. The best pieces of their large repertoire have been selected, and several new pieces introduced, among them a reading by Mr. Willie South of the "Charge of the Light Brigade."

LATE TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

LONDON, 2nd November, 1871.

The Dutch Chamber has passed the Indian Budget almost without discussion.

GALLE, 2nd November, 1871.

The P. & O. Company's steamer *Rangoon* was totally wrecked at Galle on Wednesday last, when starting for Australia. All saved.

LONDON, 2nd November, 1871.

The *Times* publishes an article stating that relations with China are critical, owing to Catholic Missionary intrigues in that Country.

LONDON, 3rd November.

The semi-official Berlin organ states that France is endeavouring to establish good relations with Germany.

The Austrian Ministry is in course of formation.

CONCERT IN AID OF THE SUFFERERS BY THE CHICAGO FIRE.

The Concert on Saturday evening, in aid of the sufferers by the fire at Chicago, was very numerously attended, and was in other respects equally a success. The object of the performance requires no commendation, and the spirit which suggested it will no doubt be appreciated by all in an equal degree with the actual merits of the Concert looked at in a simply musical light. The Deutsche Liedertafel were to have been assisted by several ladies, but they were obliged to announce at the last moment, to the regret of the audience, that indisposition would prevent the appearance of one of those who were to have taken part in the programme. The remainder were represented by a lady who performed a pianoforte duet with a well-known gentleman amateur. The Concert opened admirably with the Overture to the "Zauberflöte" performed as a pianoforte duet. This was simply unexceptionable: the simple, quaint theme, recurring with numberless imitations in every part, was carried out admirably, while the wonderful little episode of four notes repeated with increasing colour in the harmony over and over again was beautifully brought out. The other duet of the evening was a vigorous rendering of Schubert's "Marches héroiques," which were played with remarkable spirit and taste. The glees performed by the Liedertafel were very steadily and effectively given, the bass part being somewhat weak in comparison with the alto. One of these was a German version of the "Blue Bells of Scotland," which, notwithstanding some scarcely judicious variations of the original beautiful and simple air, was effectively rendered. In fact, it was observed by a Caledonian in the room that "it would puzzle the same number of Scotsmen to sing the song so well," a remark which showed some discrimination even if it was unnecessary. Somehow or other we were not charmed with the *bouche fermée* accompaniment of the next chorus (which was a solo), and were very much relieved when the Liedertafel were permitted to come in at the last verse with *bouches ouvertes*; but possibly this sense of relief is the effect intended to be conveyed. The Chinese March at the end was particularly lively and un-Chinese, and sent everybody away in a good humour, on account of the latter admirable and appropriate quality. Then there were the solos. Weber's "Invitation" was most delightfully played by the amateur whose pianoforte performances have lately enraptured the musical public of Hongkong. There was also a very pleasing selection played with some art upon the violin, the only part which seemed decidedly susceptible of improvement was that in which the first air is replaied on the "harmonics." The rest was carefully and cleverly executed. Moreover, there was a very fine bass song, "The Grenadier," given with a great deal of feeling, alternate pathos and fire. The gentleman who sang it is not unknown as a soloist in the City Hall, but he still requires a grain or two of confidence, after acquiring which he will give even greater pleasure to his audience in affording them the full results of his really artistic singing. The Concert on the whole left a very pleasing impression on the mind, and while we certainly do not hope for any more Chicago fires, or other such lamentable occasions for Concerts, every body will be delighted to spend future evenings as pleasantly as on Saturday, without the feeling that he is being charitable in a remarkably comfortable manner.

THE ACCIDENT TO THE STEAMER "AZOF."

Full particulars of the above accident, which was mentioned on Saturday, had not been ascertained at the time the *Douglas* left Amoy. So far as was then known, the steamer was lying at her moorings, as usual, and parted from them in some unaccountable manner, and it proved impossible to prevent her from drifting on to the rocks, although every effort was being made with that object,—all who could affording assistance,—while she was being lightened by a portion of the cargo being thrown overboard. The weather at the time was fine, and the water smooth. It is possible that she may be got off, but at the same time but very little hope is entertained.

POLICE INTELLIGENCE.

4th November.

BEFORE J. RUSSELL, ESQ.

THEFT OF CARGO.

John Kelley, a seaman on board the British ship *Ilione*, was charged by Captain Rapson of that vessel with stealing cargo. The captain's attention was attracted on the night of Friday, 3rd instant, by the barking of a dog on deck; and on going up he found a small boat alongside the ship, in which there was a man and four bags of rice, while the defendant was in the act of lowering another over the side. On finding himself discovered, defendant let this bag drop into the water. The rice in question had been taken out of the fore-hatchway.

The case was remanded to the 8th instant (this day).

The remaining cases consisted of petty offences of no public interest.

SHANGHAI

Judgment has been given in the collision case of the *Kiangsu* v. the *Kinshu* in favor of the defendants.

The *N. C. Daily News* states that while the *Australia* was leaving, she unfortunately collided with the *Duna*, lying at Olyphant's Wharf. The *Australia* was moored in the stream, and had raised her anchors, but let go one at her bows to enable her to swing safely. From her great length, however, she was caught by the tide, thrown across the anchor, and her bow came down upon the *Duna's* starboard side, tearing away the iron rail and davit forward, but doing no damage to the hull of the vessel. The stern of the *Australia* was also in danger from a mooring buoy, but she got into the stream again without further misadventure. It is believed the *Australia* suffered no damage, and that to the *Duna* is trivial.

NINGPO.

(N. C. Daily News.)

A correspondent sends the following particulars with reference to the steamer *Eastern Isles*, reported as having run on a rock, and gone into Amoy to repair. "It seems the first detention was occasioned by a storm from which she took refuge under an island. While at anchor, fire was discovered in the hold, and was not extinguished till it had burnt through the deck, and done some other damage. After the storm abated a little, the Captain determined to run into Amoy, for repairs, and to secure a pilot; this accomplished, the ship was out only about twenty-four before she ran upon a hidden rock, not laid down upon the charts. The tide was rising, and she was soon off, though making water rapidly. The carpenter was sent below to cut away one of the bulk heads, so that the water would flow through into a compartment reached by the large steam pump, which which was kept going constantly. The water came up to within six inches of the fires; and there was some anxiety lest these should be extinguished. Amoy could easily be reached, in the boats—but if the steamer were

PACIFIC MAIL ITEMS.

EUROPEAN.

VERSAILLES, September 23rd.

Herr Von Arnim has filed in behalf of Germany an earnest protest against the excesses committed by the French people in Lyons and its vicinity, upon the German residents of that city and its neighborhood, who, it is alleged, have been shamefully abused.

The subject of the renewal of the Anglo-French commercial treaty of 1860 is under discussion by Thiers and the British Ambassador, Lord Lyons.

PARIS, September 23rd.

There was an interview yesterday between Arnim and Remusat.

President Thiers will remain at Versailles until after the settlement of the question of evacuating French territory by the Germans, and the conclusion of a treaty of commerce between France and Germany.

The National Guard of Toulouse has been peacefully disarmed.

A manifesto from the Count de Paris will shortly appear, adopting the programme of the Chambers.

The Duke d'Aumale opposes the movement of his nephew.

PARIS, September 24th.

The Minister of Foreign Affairs has despatched a courier to Berlin with the amended Customs Treaty. The French statesmen are sanguine of its ratification.

The *Journal des Debats* attacks Thiers for his protection policy, and predicts unfriendly relations with the English and Belgians if persevered in.

La France announces that a meeting of the Republican Deputies of the Left in the Assembly will be held in Versailles on the 2nd of October.

The French wheat crop will fall short of an average by thirty-five million hectolitres, but the yield of barley and the minor crops are abundant.

The races took place at Longschamps to-day, but the weather was cold and the attendance was light. But little interest was manifested.

PARIS, September 29th.

The loan of the City of Paris has been taken, with subscriptions for more than thirteen times the required amount.

Several conflicts have taken place within the past few days between the French citizens and the German garrison of Dijon. The town is intensely excited over the occurrence.

NEW YORK, September 25th.

A Paris telegram says Marshal McMahon is reported to have declared before the committee on the late war, that he assumed the sole responsibility for the disastrous results of his march from Chalons to Sedan, and that he did not act by order of Napoleon. The Marshal's plan was opposed to any concentration of the army at Paris. Delay occasional by the fatigue of the troops was the principal cause of the disaster. The declaration produced a sensation, and the Bonapartist's journals rejoice.

NEW YORK, September 25th.

European advices report that Italy and Germany are about to conclude an extradition treaty, which will extend only to felons. Political criminals are not included.

The Emperor Alexander has ordered that in authorized private school establishments for public instruction in Poland, the German language should take the precedence of the French.

PARIS, September 25th.

The journals of to-day have reports of the discovery of a conspiracy in Paris for the restoration of Napoleon. It is stated that Napoleon's Prefect of Police, Pietri, was at the head of the conspiracy here, and he was acting under the direct instructions of the Emperor.

The Minister of Foreign Affairs has assured Herr Von Arnim, the German Plenipotentiary, that the French Government will accord ample protection to the German residents of Lyons.

The disarmament of rebels in Algeria meets with obstacles. The tribes surrender all their bad arms, but keep the good ones. The French soldiers have burnt several more villages belonging to the tribes which still hold out.

Chevalier Nigra, Italian Ambassador, has returned to Paris.

The Duke de Broglie will return to London as soon as he has witnessed the marriage of his son.

MADRID, September 25th.

The leading Republicans had a meeting here yesterday. They took no definite action, but resolved to maintain an expectant attitude.

Figuerola will probably enter the Ministry again.

King Amadeus has arrived at Sarragossa.

PARIS, September 26th.

Ex-Queen Isabella has summoned a number of the Spanish grandees to a conference, for the purpose of effecting a reconciliation between the elder and junior branches of her house.

LONDON, September 26th.

[Special to the *World*.]—Gladstone arrived at Aberdeen to-day, and was presented the freedom of the city, at Music Hall, in the presence of 3,000 citizens. He made a speech in response thanking them for the welcome. He declared that he still looked onward and upward and spurned all base motives. The Government found the Irish question difficult, but he hoped to solve it.

Disraeli, at the banquet at Hugerden, proposed a toast to the Queen and accompanied it with a speech of fervent eulogy of Her Majesty. Her duties, he said, are excessive, and no English subject was under such complete control of political traditions of the country as its Sovereign.

VIENNA, September 27th.

A rumor is current here that the Emperor Francis Joseph is seriously disposed to abdicate. The cause assigned is despondency at his conscious unfitness for the constitutional crisis which threatens a dissolution of the Austrian empire.

Senor Sagosta renounces the candidacy of the Presidency of the Spanish Cortes. The Carlists will vote blank.

Nigra, the Italian Minister, is recalled from Paris.

Russia is about calling in men on furlough to test the efficacy of the army mobilization.

King Amadeus opens the Spanish Cortes on Monday.

The Brazilian Chambers has adjourned. The deputies adopted the emancipation.

LONDON, September 28th.

The Court Martial in the case of the war ship *Racer* is abandoned.

The Home Secretary in an address to his constituents advocates friendship with the United States, of which there is a fair prospect.

A settlement of the dispute at Newcastle is probable.

Napoleon remains at Newcastle. He has suffered lately from rheumatism.

The Princess Alexandra goes to the Highlands on Friday, to be absent one month.

The Bank of England has raised the rate of discount to four per cent.

The ship *Hesperus* was totally wrecked at Spickeroog. All hands lost. There have been heavy gales on the English coast and wrecks are feared.

There was a colliery explosion to-day at Dewsbury, in Yorkshire. Several were killed and injured.

The assassin, Norman, after two hours trial, has been sentenced to death.

LONDON, September 29th.

The *Times* advises the citizens of New York not to be disheartened by failure of the efforts to prove the guilt of the plunderers of the city, for judges who disgrace the bench can no longer resist the tide of public feeling.

The Newcastle engineers' strike proves the difficulty of arbitration.

A brig went down off Drogheda with all hands. Heavy gales prevail and casualties are reported.

Duke Grammont is expected in London.

Alderman Gibbons was to-day elected Lord Mayor of London for the ensuing year.

LONDON, September 29th.

The Grand Duchess Dagmar has arrived in Athens.

LONDON, September 29th.

A *Times'* special says France declines to give other powers the same favorable customs and privileges as to Germany. A correspondent thinks the negotiations will prove protracted, but fruitless. Lambrecht informed a Committee of the Assembly that the negotiations are making fair progress.

The rumored Bonapartist conspiracy is unfounded.

AMERICAN.

NEW YORK, September 22nd.

The examination of Haggerty and Baulch, charged with the robbery at the Comptroller's office, was commenced to-day before Judge Dowling. The crowd was large, and the excitement great. At 10.30 John Graham, counsel for the prisoners, hurriedly entered and apologized for the delay. Graham made an application that Judge Dowling should join the name of Mrs. Haggerty with the other defendants in the case. Dowling refused. Graham then moved for a writ of *habeas corpus*, which motion was argued, and the Judge refused the motion.

Amos O. Lyons, County Auditor, testified to the presence of the vouchers in the Comptroller's office on the evening of Saturday, the 9th instant, and the first he knew of the robbery was the following morning. The bills in the ransacked pigeon holes were all paid, and about 3,000 in number were there on the 9th instant, as he went over them to obtain for the Comptroller a voucher of Keyser & Co. which was put back yesterday.

Richard A Stoor, Deputy Comptroller, was the next witness, but added nothing new.

Charles O'Connell testified that he was in the Comptroller's office on Saturday night till 2 o'clock. He knew nothing of any one coming in and taking the vouchers that night.

Mary Conway testified in accordance with the affidavit already published.

The Court then adjourned till Monday, and the prisoners were sent to the house of detention.

Graham applied for the release of Mrs. Haggerty, as she has two little helpless children.

Dowling said if she were before him he would discharge her, but he could not apply to Sedwith for her release. The District Attorney said there is no disposition to detain her. I believe in law she can't be held responsible.

NEW YORK, September 29th.

The case of Haggerty and Baulch, the alleged voucher robbers, was concluded this afternoon. They were held to appear before the Grand Jury. No bail was fixed.

NEW YORK, Sept. 28th.

Special accounts represent that the opening scenes of the Syracuse Republican Convention were of the most shameful character. One report states that when the delegates gathered before the hall they found the doors barred and bolted, and guarded by several policemen, obstructing their entrance. A cry was at once set up: "The Custom House has brought its Marshal here." A voice was heard in the crowd, "Are there any guns here?" When the door was opened at half-past eleven, a rush commenced which was met from the inside, chairs and table legs were freely used by the citadel, and fists and canes by the attacking party. At last one of the latter drew a pistol, but before he could use it, he was felled to the floor by a blow from behind, laying his cheek open, and putting him *hors du combat*. At this juncture a detachment of police arrived, and no doubt prevented much bloodshed, as the attacking force was constantly increasing in numbers, and resistance from within could not have been maintained much longer.

Another despatch says that a gang of New York roughs came into town during the night and early morning, and it was evident there would be serious trouble, if not actual bloodshed, at the opening of the doors. About half-past eleven, when the confusion began, several revolvers were drawn and flourished by parties outside, while those inside tore loose furniture apart, and stood ready with legs of tables and chairs to club the intruders. "Put down those pistols," "Don't shoot," "Kill the s— of a b—," "Kill him," "Blow his brains out," "Open the door," "Not a d—d one of you will get in," ejaculations more expressive than elegant, were indulged in until the place seemed worse than Bedlam.

There was much surprise last night among Greeley's adherents in this city at the course taken by the Convention, and expressions of dissatisfaction at the apparent timidity shown by the Greeley-Fenton delegation were very general. It was believed they would have defeated the Conkling party had they acted with becoming boldness.

NEW YORK, September 29th.

The doings of the Syracuse Convention have been the subject of general discussion throughout the city among politicians of both parties. The defection of the Greeley wing is expected, though there is a prevailing opinion, among Democrats especially, that the bolt will not materially hurt the ticket. It is furthermore predicted that the bolters will back down quietly and abide the issue.

The *Tribune* this morning announces its acceptance of the ticket. It says it pledges to its support that solid three-fourths of the entire Republican vote of this city whose delegates were insultingly driven from the Convention. "We accept it in spite of the miracle of clumsiness called the platform, and bow to the monstrous State Committee. Come what may, we must carry New York; we must have an honest Government against thieves." It points to the drift of the platform, which it declares had been agreed on when the New York delegation was expected to have a share in its preparation, and which contains principally for its basis a record of the Republican party in the past, and an endorsement of the Administration, though it makes no mention of President Grant. One of the principal features of both platforms is denunciations of Tammany corruption, though at the convention each faction accused the other of being affected with Tammany.

The *Times*, which expressing satisfaction with the work of the Convention as a whole, thinks it has substantially disappointed the expectations which were entertained concerning the means for the overthrow of Tammany.

NEW YORK, September 23rd.

The expose in yesterday's *Tribune* of the frauds alleged to have been perpetrated by Collector Murphy, has created a great sensation, and the matter was the subject of talk all over the city last evening. Murphy to-day published an answer to the charges, but the *Tribune* says it is not half done with him. Editorially, it uses the following language: "The uncontradicated facts now laid before that impartial tribunal, the public, prove Murphy guilty, and demand his expulsion from any place of honor or trust under the Government he has grossly defrauded."

The Investigating Committee of citizens who were appointed to look to the armory swindle, find that the Board of Supervisors are partly responsible for the frauds, they having approved the payment of extortionate accounts.

NEW-YORK, September 24th.

The *Tribune* to-morrow will publish a letter from ex-United States Marshal Murray, in which he states that in May, 1865, Murphy came to him and said that charges of fraud in the contract had been made against him by the Government, and he would give him (Murray) $10,000 to get him out of the scrape, and that subsequently Murphy paid the detective who had worked up the case against him $500, for, as Murray supposes, aiding Murphy in thwarting the prosecution.

WASHINGTON, September 22nd.

The Knights Templar parade to-day was a grand affair. On passing the Executive Mansion, the Knights were reviewed by Secretary Boutwell, Postmaster-General Cresswell, and Solicitor-General Bristow. The Templars countermarched to the Masonic Temple, where the parade was dismissed and the Knights were served with a banquet. They visited various places of interest.

NEW YORK, September 25th.

Among the most remarkable of westward passages across the Atlantic are those of the *Baltic*, *City of Brooklyn* and *Wyoming*; all arrived yesterday ahead of their usual time. The *Baltic* made the passage in 8 days 19 hours; the *City of Brooklyn* in 8 days 23 hours; the *Wyoming* in 9 days.

MILWAUKEE, September 25th.

The schooner *Charles H. Hurd* foundered on Friday night, in Lake Michigan, three miles from shore. The crew, nine in number, and the Captain's wife, who was on board, were lost. The Captain drifted ashore on Saturday afternoon in an exhausted condition.

Extensive fires are raging in the woods in the vicinity of Manitowac, Two Rivers and Kewanee. The citizens are obliged to turn out to fight the fire to save the towns.

The State Fair opened to-day with flattering prospects.

CHICAGO, September 25th.

President Grant arrived in this city this evening from Cincinnati. He left immediately on an excursion train over the South-western Railroad to Leavenworth, Kansas.

LITTLE ROCK (Ark.), September 25th.

The people of Montibello are greatly excited over the report of the finding of a gold mine four miles west of that town." A similar report comes from Dallas, Polk county. Both mines are said to give promise of a fine yield.

The *Journal* says the report is being widely circulated among the colored people that Horace Greeley belongs to the Ku-Klux-Klan.

KNOXVILLE, Tenn., Sept. 27th.

Colonel D. M. Nelson, son of Judge T. A. R. Nelson of the Supreme Court, shot and killed General J. H. Clinton, of Alabama, this evening, in a personal rencontre.

CHICAGO, Sept. 28th.

The propeller *Nebraska*, with 30,000 bushels of wheat, was burned at the dock in the river at three o'clock this morning. Loss on the vessel, $100,000; on the cargo, $80,000. The crew escaped from the forecastle uninjured.

PERU.

KINGSTON, Jamaica, Sept. 23th.

The steamer from Aspinwall brings Lima dates to September 2nd.

The Peruvian war steamer *Independencia* has been ordered south to bring the President's brother. The President proposes to retire, with all the candidates having the least chance. All agreed except Prado, who demanded that the President's brother should become umpire. The press claims that Prado's election is certain. Fears of a revolution are entertained, and several persons have been arrested.

A destructive fire occurred at Callao. One person was killed.

REPORTED ALLIANCE BETWEEN THE PACIFIC MAIL STEAMSHIP COMPANY AND THE PACIFIC RAILROADS.

The San Francisco *News Letter* of Sept. 30th contains the following:—

The chief topic of conversation on 'Change for a week past has been the reported alliance of the Pacific Mail Steamship Company and the Pacific Railroads. The first announcement was, that overland freights were to be advanced 33 1-3 per cent., and the latest, that 50 per cent. rise had actually taken place upon through freights from the Atlantic to the Pacific by rail, and a proportionate advance via Panama. That important negotiations have been pending for some time past, between leading forwarders, we have not a doubt; but that an indiscriminate rise like that noted has taken place, we have serious doubts. One thing is sure, no official advices of this nature have been made public. Private telegrams from New York have, however, been received, looking to a material rise in freights; but nothing definite has yet been officially announced here.

THE CHINESE IN JAPAN.

(From the Japan Gazette, October 9th.)

Among other things that come within the range of the Municipal duties of the Governor of Kanagawa, are some which effect the health of the residents, their comfort, convenience, and even the natural adornments of their district.

We lately appealed to the authorities on the subject of the Swamp drains; and supposing that the scavenging of the settlement was under the charge of the Municipal Director, we made a special appeal to him. As nothing has been done, we can only call the attention of Mr. Mutzu Yuonosuke to this subject, that he may see at the outset what he may be subjected to if any of the officers under him neglect their duty. The old Swamp Concession lies so low, except by means which entail considerable expense, it is difficult, or next to impossible, to drain it. But the side gutters which are now choked up with most offensive stagnant slime, ought to be cleansed by the scavengers every day. The very fact that the majority of the residents are Chinese—who somehow or other always manage to make more dirt visible than any others, notwithstanding, the apparent cleanliness of their persons—should make the authorities more alert. We cannot pretend that any actual proof has been given that disease in more prevalent among the Chinese than among other foreigners; but all experience shews that it ought to be. They mostly live in little cabins, many crowded together, and in the densest neighbourhoods. They are industrious to a degree, and we will admit that oftentimes the contributions to the objectionable gutters are from their purifying, culinary or manufacturing operations. It matters not, however; they are very plentiful and offensive at first, and when they become stagnant and putrid, they are calculated to breed all kinds of fever and malarious disease. We must urge upon Mr. Mutzu, that although there has not yet been any severe epidemic among the Chinese, it may come at any time, and is to be expected; whilst other foreigners and their Japanese servants have suffered severely. But even were it otherwise, the mere fact that the drains ought to be cleansed and are not, should suffice. A word from the governor will set this right; but we fear that it is of no use stretching out our hands in any other quarter.

THE COMBINED SQUADRON.

(Spectator)

Admiral Yelverton's cruise from Cork Harbour to the Tagus has finished a partial answer to the over-captious critics who think small things of the modern seaman and detest the modern ship-of-war. Practically, the newfangled sailor, aided by his potent ally in the engine-room, and because that all leaves Jack less dependent upon wind and canvas, must be somewhat different in his manners and customs from the old-fashioned salt who could go anywhere and do anything in a coffin or a clipper. But we have yet to learn that the new race of sailors are not as apt for their work as the old, and, after all, aptness for the business in hand is the one thing needful. If officers and men can work and fight their ships under the new conditions as well as their predecessors worked and fought under the old conditions, neither the Admiralty nor the nation can ask for more. Some incidents in the cruise of the Combined Squadron show that "smartness", so much prized, is still a characteristic of the Royal Navy. Among the crews of the ironclads there is no lack of alertness in doing ordinary but essential work. They have shown that they can move their crafts under sail as well as under steam, and move promptly to signal. The *Prince Consort* "made sail with the watch" so smartly that the Admiral inquired the officer in charge, and asked whether sail had been made with the watch *and* idlers. The evolution had been performed in six minutes and fifty seconds, the *Caledonia* and *Lord Warden* coming next, but four minutes behind, while the other ironclads, more heavily spurred, took twice the time. Yet the whole evolution is held by a competent judge to have been well done. In like manner the crews were conspicuous for the rapidity with which they furled or shortened or reefed sails, got out boats, and sent down topgallant masts. In shot, the cruise showed no falling-off in practical seamanship, so far as it was tested in the usual way, no deterioration in the qualities of those who where called upon to handle steamships under sail over a stretch of nine hundred miles. "All the work aloft," we read, "appeared to be done with very great smartness by officers and men who must have been constantly trained to their work." In the open sea, of course, there was not any severe test of the navigating faculty, so far as avoidance of rocks and reefs and shoals is concerned; the squadron, it is true, had to enter the Tagus, but the road into that estuary is at least as well known as Gibraltar Bay or the Nore. What we observe is that orders were as promptly and effectively obeyed as ever they were in the good old days of canvas; that there was no laxity, such as stranded the *Agincourt*, but business-like attention and ready discipline.

But if the personnel is as excellent as ever, the material is not, regarded from the special point of view in which it is presented. The ironclads can swim, despite the Duke of Somerset's bat epigram, but they manifestly cannot sail. By accident or design, the *Topaze*, an unarmoured wooden frigate, was present with the squadron, and formed part of the lee division; and while the seven ironclads were covered with clouds of canvas, the *Topaze* kept her place by dint of spreading the smallest area of sail to the wind. Thus when the seven ironclads, with wind right astern, held their course "under all plain sail to royals, and with port studding-sails out," the wooden frigate had "only her three topsails and topgallant sails loose, very seldom hoisting the latter, and very often heaving-to to keep in her station astern of the *Monarch* and *Hercules*." On another occasion chase was made to windward. "The *Topaze* went away to windward of everything, and in a few hours was nearly out of sight of the other ships. The ironclads bundled along as well as their dead-weight in the water would permit, but the majority of them evidently were beating to leeward rather than to windward." In short, the absolute superiority of the unarmoured frigate—the *Alabama* of the squadron—over the ironclads under sail, was manifest throughout the cruise. We are told that our ironclads "require half a gale of wind abaft the beam to get any speed out of them;" and that "they will not go to windward under any circumstances." An ironclad squadron short of coal therefore could not come near wooden ships relying upon their sails; and this fact suggests the question whether every squadron of armoured ships should not have a complement of *Topazes*, those Ubiquitous of the sea. As patrols, advanced guards, *éclaireurs*, they would be invaluable in actual war, since they could pick up information while the ships of heavier metal saved coals; and in future naval operations victory may be to him who has a reserve of fuel. A squadron surprised with empty bunkers or very scant supplies would be in the position of a *corps d'armée* cut off from its reserve ammunition, with the difference that the *corps d'armée* might be still able to manœuvre, while the ironclad squadron, reduced to canvas, could do nothing against an enemy well supplied with steam-power. It is therefore obvious that frigates of the swift sort will be just as useful in the future as they would have been to Nelson, who sighed for them, and sighed in vain. Moreover, the unarmed quick sailor would be a school of practical seamanship, as indeed it is now; and would combine the double advantage of training officers and men in the mysteries of working both kinds of craft. Despite the inferiority of the ironclad as a sailing ship, we do not think that valid reasons have yet been advanced for the abolition of masts and sails. If the big war-ships are over-masted, reduce the masting, especially as nothing will make them more than makeshifts under canvas; but do not dispense with masts altogether, since the power of sailing, be it never so small, enables the mighty vessels forming our line of battle to economize coals for the hour of need. This consideration becomes the more important when taken in connection with the fact that the later engines do more work with less fuel. The *Hercules*, bearing plates twice the thickness of the *Caledonia*, does the same amount of work with less than half the amount of coals as the latter ship; the contrast between the consumption of the earlier and later models being most marked. With the best engines, and a sufficient force of light swift ships able to sail as well as steam, that is, to scour the sea in all directions under any circumstances, the main body may economize for the decisive moment that fuel which furnishes what is now the very breath of battle. A line of heavy ironclads should always retain the power of manœuvring either to evade an enemy or to win an advantage of position, or force a reluctant foe into action, or by sheer steaming to run him down; and that power can only be retained under all circumstances by economizing coals.

The Combined Squadron is now engaged, as we infer, in cruising between Lisbon and Vigo, with the object of practising Naval tactics under steam; practice said to be greatly needed. And certainly, our admirals, not less than our generals, our captains, not less than our colonels, should be thoroughly familiar with the art of arraying and moving the forces entrusted to them. A ship is like a battalion, or rather, looking to its power, a brigade, and the first-rate seaman should be as ready to use it as the smartest brigadier is ready to employ his command. The vital importance of tactics under steam has long been recognized, and the adoption of heavy armour and long-ranging projectiles modifies, but does not essentially change, the conditions of action. But so far, as we cannot point to a single battle between rival ironclad squadrons, the tactics of the future must rest on theory. Nevertheless, the great principles still remain applicable, and susceptible of almost infinite varieties of application; and our sailors are so keenly alive to the fact, that practice alone can be requisite to develop the full capabilities of our Navy. Nor can we suppose that the decisive influence of good gunners will be overlooked. The worst economy would be that which hampered the development of gunnery at sea; and the truth is so plain, that we cannot believe our Admiralty will not act upon it. In the late cruise the targets are said to have beaten the guns; the statement is not put forward authoritatively, but it is one on which there should be no doubt. The Combined Squadron ought to prove to the public that it can manœuvre with speed and precision, and that its shooting power is at least equal to its mastery of Naval tactics.

SUMMARIES OF NEWS FROM THE HOME PAPERS.

MONDAY, Sept. 18.

A soldier, who had been sentenced to death, was executed at Marseilles on Saturday morning for passing insurgents through the lines on the 4th of last April.

Yesterday witnessed that formal opening of one of the greatest engineering enterprises of modern times, the tunnel through the Alps. It was begun in 1857, and the works have been continued since then uninterruptedly night and day. The total cost has been 65,000,000 francs, or £2,600,000. A train of 22 carriages left Bardonnechia at 10 30 in the morning, and arrived at Modane at 11. The time occupied in passing through the tunnel, which is nearly eight miles long, was 20 minutes.

By cable from New York we are informed that Mr. Wm. Meredith and Mr. Caleb Cushing, both eminent practitioners at the American bar, have been appointed by President Grant as counsel for the United States under the Washinton Treaty.

Prince and Princess Louis of Hesse, with their five children, have arrived at Balmoral on a visit to the Queen. Her Majesty has been able to resume her drives, and her health appears to be improving.

The manœuvres on Saturday imposed on the three divisions engaged a hard day's work. General Lysons, in command of the army covering London, engaged the enemy on the Hog's Back, and was driven back in the direction of the Chobham Ridges, his right having been turned by General Carey, who encamped for the night on Cove-common, Sir Charles Staveley occupying the ground from which the defending force had advanced in the morning. The baggage of the Second Division did not arrive until a late hour in the evening.

Wigan, which stands directly over several important seams of coal, and has an unfortunate eminence for colliery explosions, was on Saturday afternoon the scene of an above-ground catastrophe. A large cotton-mill, one of the oldest in the place, which had been standing for some time for machinery repairs, was reopened a week ago. All was apparently safe at two o'clock p.m. when the hands left, but about three a fire broke out in the upper storeys, which extended downwards, and gutted the building. Some of the Fire-brigade were injured by falling materials.

TUESDAY, Sept. 19.

Lieutenant Jones, of her Majesty's ship *Megæra*, landed on the north-east coast of Java on the 5th of last month, and was expected at Batavia on the following day. The information which he is able to give as to the wreck of the vessel will probably reach England about the 22nd October.

Mr. James Glover, an ironfounder of Walsall, was committed for trial, at the Mansion-house, yesterday, on a charge of uttering a bill of exchange for £55 15s.

A strange scene occurred at a coroner's inquest held at the Wellington Music-hall, Holborn, yesterday. The jury had to wait three-quarters of an hour for the coroner, and when he appeared expressed their dissatisfaction in such tones that the coroner threatened to commit them.

At the Clerkenwell Police Court yesterday an official explanation was made of the charge of detaining the clothes of a patient at the Hampstead Small Pox Hospital; but it appearing that a receipt had been given for money for the support of the patient, while the authorities denied that they ever received money, further inquiries were directed.

At the Greenwich Police Court, yesterday, a man named George Gray was committed for trial on a charge of stealing a gold watch from Mr. Farrah at a public meeting held to promote a subscription to defend the latter on a charge of libel in the Eltham murder case.

The felt works and factory belonging to Messrs. M'Lean, at Lamb's-buildings, near Whitecross-street, were nearly destroyed by fire yesterday.

The King of Spain arrived at Barcelona on Sunday, and met with a most enthusiastic reception. His Majesty, who frequently walks or drives about the streets in plain dress, and without an escort, has, it is said, completely won the popular sympathies.

It is stated that objections have been raised by the German plenipotentiaries to certain alterations made by the National Assembly in the commercial treaty, allowing the free importation of Alsatian produce into France, and that in consequence the final conclusion of the

applause. The best of feeling was displayed by the several nationalities represented at the gathering, and the proceedings passed off with the utmost *eclat*.

The States General of Holland were opened yesterday. The Speech from the Throne mentions, *inter alia*, that the foreign relations of the country are in a satisfactory condition, and recommends that measures should be taken for reorganising the army and reforming the present system of taxation.

The death is announced of Mr. George Alexander Hamilton, who for many years represented the University of Dublin in the house of Commons, in his 70th year. He was Financial Secretary to the Treasury in Lord Derby's Administrations of 1852 and 1858; and became Permanent Secretary to the Treasury in 1859, when he retired from Parliament.

Two men named Murphy and Clayton were convicted yesterday at the Middlesex Sessions of stealing 20 bottles of wine from a case, which it is presumed they had broken open, in the mansion of the Earl of Strafford. They were employed as painters' labourers, and although to the mere felony there was thus added a gross breach of confidence, and although Clayton for had previously been convicted at the Old Bailey for stabbling, they escaped with almost nominal punishments. The Judge sentenced Murphy to four months and Clayton to nine months hard labour.

At a meeting of the Central Non conformist Committee, held at Birmingham, the schemes which have been issued by the Endowed School Commissioners were condemned as ignoring the principles of religious equality; and it was resolved to support an agitation against them.

The prizes won by the English competitors in the Anglo-Belgian contest at the Wimbledon Volunteer meeting last July were distributed on Saturday by Mrs. Colonel Chambers, who gave a garden party at Putney-house in honour of the occasion.

A case of baby farming has been brought to light in Clerkenwell. A coroner's jury has returned a verdict of manslaughter against Agnes Anderson, the mother, and Cecilia Baker, who had charge of the child.

A public meeting, at which 2,000 persons are said to have been present, was held at Blackheath, on Saturday evening, to raise subscriptions to defend Mr. Furrah, who is being prosecuted for an alleged libel in the Eltham murder case.

Two collisions at sea are reported. In one the brigantine *Anna* was run down while at anchor in Mounts Bay, Cornwall, by the French schooner *Syrene*. In the other case the yacht *Phasina* was run down by the steamship *Albion* between Liverpool and Greenock.

A quantity of military stores were consumed by fire at Colchester on Saturday morning.

At a recent meeting at Nashville, county Antrim, the Rev. H. Henderson stated that Mr. Disraeli has consented to allow his name to be given to the Salford Orange Lodge.

Mr. Rayner, a chemist, of North-road, Islington, was fined £5 on Saturday at the Clerkenwell Police Court for selling a small quantity of oxalic acid, labelled "effervescent nitrate of magnesia."

There was a night sitting of the French Assembly on Saturday, which lasted until 1 o'clock yesterday morning, to take into consideration the proposed commercial convention with Germany respecting Alsace and Lorraine. M. Thiers defended the convention at much length, on the ground that it was of primary importance to put an end to the foreign occupation of the country. Ultimately the House passed the treaty by 533 votes against 31.

By the terms of this convention the manufactures of Alsace and Lorraine will be admitted duty free into France until the last day of December next. From the 1st of January, 1872, to the 1st of the following July they will be admitted at quarter rates of duty; and from the latter date until the 1st of July, 1873, at half rates. French manufactures will be allowed to enter Alsace and Lorraine on the same terms. In exchange for these concessions, Germany undertakes to at once evacuate six departments, viz., the Aisne, the Aube, the Côte d'Or, the Haute-Saone, the Doubs, and the Jura, and to reduce the army of occupation in France from 80,000 to 50,000, at which latter strength it is to remain until the whole of the war indemnity is paid.

Further and numerous captures of Communists, together with six petroleuses, are reported from Paris. A pamphlet, which charges the Franco-Prussian war at the door of the Opposition under the Empire having been lately circulated among the soldiers in barracks, an order has been issued by General Ladmirault for the arrest and detention of the persons so employed. From Lyons, and other provincial towns, we learn that the disarmament of the National Guard, and the occupation by the regular troops of the posts entrusted to the former, is proceeding quietly and satisfactorily.

The Empress of the French reached Madrid on Friday morning, but immediately left for Carabanchel, the residence of the Countess de Montijos.

The scheme for the reorganisation of the Swedish army has not met with the most favourable reception in the Diet, for whilst the committee on the bill in the Upper House are supporters of the Government proposition, the Lower House has nominated a committee opposed to it by the large majority of 108 to 69.

WEDNESDAY, September 20.

The opening of the Mont Cenis Tunnel has been celebrated by a grand banquet to upwards of a thousand guests of the Municipality and Bank of Turin. Besides the Italian Ministers there were present the official representatives of several continental countries, including France, Germany, Austria, and Switzerland. The health of the Re Galantuomo was given and warmly responded to, and M. de Remusat, speaking for France, in flowery terms described the tunnel as the road of peace, the salvation of Turin, and the cradle of Italian revival. Finally, his Excellency, in the name of the French Republic, toasted the Independence of nations, and Liberty. It is a noteworthy fact also that before separating the assembly drank to the memory of modern Italy's greatest man, Count Cavour.

A small Russian squadron, under the command of Vice-Admiral Possiett, and with the Grand Duke Alexis on board the flag ship, passed down Channel yesterday morning, and subsequently steamed into Falmouth for the purpose of coaling. The squadron left Copenhagen on the 9th instant, and is bound for New York.

The *Court Circular* states that the Queen was not well enough to attend Divine service on Sunday.

The military manœuvres in Hampshire reached their culminating point yesterday, but some days will yet elapse before the troops return to their accustomed quarters again, and the valleys on either side of the Hog's Back are immersed in their ordinary silence and seclusion. The troops are admitted on all hands to have behaved admirably, often being twelve and sometimes sixteen hours without food, and yet performing all the most trying duties of an army in the field with a splendid *elan* and a thoroughly English endurance. The spectacle from every point was remarkably grand. On Thursday there will be a fight on Chobham Ridges.

The death of Dr. Jelf, formerly Principal of King's College, London, is announced. The deceased, who was in his 73rd year, was canon of Christ Church, Oxford, and sat for that diocese in Convocation.

A Court-martial has been ordered to inquire into the stranding of H.M.S. *Racer*.

A deserter from one of the corps engaged in the Autumn manœuvres, named David Laughlin, belonging to the 100th Regiment, has been brought before Mr. Lascelles, a magistrate at Farnham, and ordered to be sent to Aldershot, where he will be tried by court-martial.

An application against the authorities of the Hampstead Small-pox Hospital for an *habeas corpus* to produce the child Elizabeth Bellue, who had been a patient in the hospital, but is unaccountably missing, was heard before Mr. Justice Brett in chambers yesterday, and was ordered to stand over for the production of affidavits to rebut an allegation that she had been removed to a convent. The inquiry ordered by the Local Government into the alleged abuses in this hospital will commence tomorrow.

A man named William Hall has been committed for trial at Norwick Assizes on a charge of the manslaughter of his father.

Last week the aggregate mortality in London and 16 other large towns of the United Kingdom was at the rate of 28 deaths annually to every 1,000 persons living. In London, 2,211 births and 1,422 deaths were registered, the births being 58, and the deaths 55 above the average. The deaths in London included 57 from small pox, the average of six previous weeks having been 84. The deaths from diseases of the zymotic class were 460 last week, against 666, 541, and 484 in the three preceding weeks. The mean temperature during the six weeks ending Saturday last was 64 deg. 3 min., showing an average daily excess of 4 deg. 5 min. upon the corresponding period in 50 years.

The settlement of the details of the Convention between France and Germany relative to the commercial relations between the former country and Alsace and Lorraine has been delayed in consequence of the indisposition of Baron Arnim.

The disarmament of the French National Guard in the provinces is being carried on without any difficulty.

The formal surrender of the Paris forts is to take place this morning; and the evacuation by the Germans of the four departments adjoining the capital will, it is said, be completed on the 25th instant.

Apropos of the debate upon the Franco-German Commercial Treaty, the *Moniteur Universel* says: "There was only one weak point in M. Thiers's speech, that is, when he confessed that the commercial concession made to Germany was not the sole price of the evacuation of the departments, but that to replace the territorial guarantee, the French Government had furnished the Germans with drafts (non-negotiable) signed by all the great bank-houses, and falling due on the 1st March, April, May." The *Opinion Nationale* says:—"The Treaty has met with ardent opponents, but we should not treat as foreigners the inhabitants of Alsace and Lorraine; and besides, when we consider that their principal industries were threatened with complete ruin in consequence of the masters having continued work during the war in order not to leave their workmen destitute, we must certainly confess we have merely accomplished an act of justice in procuring the sale of the manufactured goods thus accumulated."

The King of Spain remains at Barcelona. On Monday he visited the naval squadron in the port, and was present at a bull given on board the iron-clad *Numancia*. Yesterday, after visiting various public institutions, and laying the foundation stone of a new school, he attended a performance at the theatre.

Prince Bismarck has returned from Munich to Berlin.

The Carlist movements in Spain are said to have ceased. Don Carlos has been ordered by the French Government to leave Bayonne.

During the week ending September 17, the fatal cases of cholera in Konigsberg exceeded those of any previous week. The death-rate rose from 50 to 60 to 70 to 80 per thousand. According to the latest official returns received at Berlin, the number of persons attacked by cholera in the Baltic provinces of Prussia up to the 10th instant was 2,517 civilians and 84 soldiers, of whom 1,273 died, 620 recovered, and 708 remained under treatment.

COMMERCIAL INTELLIGENCE.

NOVEMBER 4TH, EVENING.

The market has kept quiet and weak throughout the day, with sales of Patna at $722½ to $727½, Benares at $712½ to $717½, on cash and credit terms. In Malwa, a good amount of business has been done at $660 on credit terms, with sellers at $655 cash.

NOVEMBER 5TH, EVENING.

There has hardly been any change in the tone of the market.

NOVEMBER 6TH, MORNING.

No change at present in the tone of the drug market. Native demand still continues to be limited.

SHARES.

Hongkong Bank Shares, Old—62 per cent. premium.
Hongkong Bank Shares, New—60 per cent. premium.
Union Insurance Society of Canton, new shares—$1,500 per share premium.
China Traders' Insurance Company's Shares—$2,400 per share premium.
China and Japan Marine Insurance—Tls. 95 to Tls. 97½ per share premium.
Chinese Insurance Company.—$105 per share premium.
Hongkong Fire Insurance Company's Shares—$335 per share premium.
China Fire Insurance Company's Shares—$62 per share premium.
Victoria Fire Insurance Company's Shares—$62 per share premium.
Hongkong and Whampoa Dock Company's Shares—25 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—37½ per cent. premium.
Shanghai Steam Navigation Company—Tls 30 per share premium.
China Sea, Saigon, and Straits Steamship Company—5 per cent. discount.
China and Straits Steam Navigation Company—25 per cent. discount.
Hongkong Gas Company's Shares—$62 per share.
Hongkong Hotel Company's Shares—60 per cent. discount.
Hongkong Distillery Company—10 per cent. premium.
Indo-Chinese Sugar Company—$17 per share discount.
Hongkong Pier and Godown Company, Limited—$10 per share discount.

EXCHANGE.

ON LONDON:—
Bank Bills, at 3 months' sight, 4/3½ to 4/3¾
Bank Bills, at 6 months' sight, 4/4¼
Credits, at 6 months' sight..... 4/4½
Documentary Bills, at 6 months' sight..... 4/4½
Bank Bills on demand,..... 4/2½ to 4/3
ON NEW YORK.—
Private, 5 months' sight..... —
ON BOMBAY.—Bank, 3 days' sight 221
ON CALCUTTA.—Bank, 3 days' sight 221
ON SHANGHAI.—
Bank, 3 days' sight.....72½
Bank, 15 days sight.....72½
Private, 30 days' sight.....72½

SALES ON NOVEMBER 4TH, 1871.

As reported by Chinese.

White Wax, 1 piece, $96.00, by Hop-tai-wo by retail.

Betel Nuts, 250 piculs, at $1.80, by Kin-fung to travelling merchant.

Shanghai Cotton, 30 bales, at $17.70, by Kin-fung to travelling merchant.

Bombay Cotton, 22 bales, at $15.30, by Parsee merchant to Man-hing.

Bombay Cotton, 18 bales, at $13,75, by Parsee merchant to Man-hing.

Black Pepper, 30 piculs, at $16.00, by Yuen-fat to Hongkong merchant.

White Sugar, 554 piculs, at $5.40, by Yuen-fat to Hongkong merchant.

White Sugar, 118 bags, at $5.40, by Yuen-fat to Hongkong merchant.

Calcutta Cotton, 20 bales, at $15.70, by Parsee merchant to Man-hing.

Calcutta Cotton, 84 bales, at $16.15, by Parsee merchant to Tai-hing.

T-Cloths, 8lbs., 1,800 pieces, at $2.35, by foreign merchant to Shantung merchant.

T-Cloths, 7lbs., 2,000 pieces, at $2.10, by foreign merchant to Hongkong merchant.

GEORGE GLASSE,
(FIVE YEARS MANAGER TO KINSFORD & Co., PICCADILLY, LONDON, AND 28, PLACE VENDOME, PARIS),
ENGLISH AND FOREIGN CHEMIST
VICTORIA DISPENSARY,
HONGKONG AND YOKOHAMA.
SHIPS' MEDICINE-CHESTS SUPPLIED AND REFITTED.
1 2036 Hongkong, 3rd September 1867.

NOW READY

THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrappers, ...$1.50
Neatly Bound,... ... ... $2.00
Apply at the *Daily Press* Office.

IT is hereby notified that the interest, and connexion of Messrs. LO WING CHOON and LO YU YOW, with the undersigned firm ceased from the 1st of May, 1871, and that the undersigned will not hold himself RESPONSIBLE for any debts, whatever contracted by the said LO WING CHOON and LO YU YOW of the TYE SENG HOP.
LO KEE SENG.
6m 1399 Singapore, 1st August, 1871.

DENTISTRY
BY
V. D. COLLINS, D.D.S.,
No. 7, Arbuthnot Road, HONGKONG.
tf 1219 Hongkong, 17th July, 1871.

NOTICE.

THE undersigned are prepared to SUPPLY STEAMERS with good CARDIFF COAL at $12 per Ton, delivered alongside.
TAN KEN SENG & BROS.
tf 1470 Saigon, August, 1871.

Vessels Advertised as Loading.

Destination	Vessel's Name	Captain	At	For Freight Apply to	To be Dispatched.
LONDON	Elfin	Beer	Hongkong	Carlowitz & Co.	Quick dispatch.
SUEZ	Australia (str.)		Hongkong	P. & O. S. N. Co.	On the 15th proximo.
HAMBURG	Bertha	Rose	Hongkong	Wm. Pustau & Co.	Quick dispatch.
NEW YORK	St. Pauli		Whampoa	Olyphant & Co.	Quick dispatch.
Do.	Birdston		Hongkong	Vogel, Hagedorn & Co.	Quick dispatch.
Do.	Early Morn		Hongkong	Russell & Co.	Quick dispatch.
SAN FRANCISCO	Quickstep	A. P. Chase	Hongkong	Russell & Co.	Quick dispatch.
Do.	Yosemite		Hongkong	Russell & Co.	Quick dispatch.
Do.	Florella	F. G. Peabody	Hongkong	Augustine Heard & Co.	Quick dispatch.
MELBOURNE & SYDNEY	Jane Speirs	C. T. Brown	Hongkong	Russell & Co.	Quick dispatch.
DUNEDIN (N.Z.) & M'BOURNE	Whirlwind	Graham	Hongkong	Rozario & Co.	Quick dispatch.
Do. Do.	Sea Gull	Marshall	Hongkong	Russell & Co.	Quick dispatch.
SAIGON AND BANGKOK	Luzon (str.)	C. C. Williams	Hongkong	Bourjau, Hubener & Co.	Quick dispatch.
YOKOHAMA	Ellora (str.)		Hongkong	P. & O. S. N. Co.	Quick dispatch.
Do.	Volga (str.)	Flambeau	Hongkong	Messageries Maritimes	Quick dispatch.
SHANGHAI	Tigre (str.)	Boilève	Hongkong	Messageries Maritimes	Quick dispatch.
Do.	Ulysses (str.)		Hongkong	Butterfield & Swire	To-day, at 4 P.M.
SWATOW, AMOY & FOOCHOW	Formosa (str.)	Burnie	Hongkong	Douglas Lapraik & Co.	To-morrow, at 2 P.M.

For Sale.

VICTORIA EXCHANGE,
SAYLE & CO.,
SILK MERCERS, TAILORS, & GENERAL WAREHOUSEMEN,
Solicit inspection of the undermentioned Goods for their Autumn and Winter Season.

Black and Blue BROAD CLOTHS.
MELTONS, BEAVERS, WITNEYS AND NAPS.
3/4 and 6/4 Tweed COATINGS.
Silk and Wool COATINGS.
Black and Blue DIAGONALS, of the newest styles.
Fancy VESTINGS.
A choice selection of CLOTHS, in suit lengths only.
PAJAMAS and DRESSING GOWNS.
Gentlemen's HOSIERY, in Cotton, Merino or Lambswool, Comprising SOCKS, UNDER VESTS, and PANTS.
Cardigan JACKETS and VESTS.
Cotton and Linen SHEETINGS.
Damask NAPKINS and CLOTHS, all sizes.
LONG CLOTH and CRIMEAN SHIRTS, all qualities.
The New Twill Oxford SHIRT.
The latest styles in made up TIES and SCARFS.
Linen and Paper COLLARS.
Silk, Cotton, and Wool MUFFLERS.
FELT HATS, in Black, Drab and Brown.
Drab Felt and Black Paris HATS.
UMBRELLAS and WALKING STICKS.
SOAP and PERFUMERY.

TAILORING in all its branches, under the superintendence of experienced CUTTERS.

Our FURNISHING DEPARTMENT contains the largest and best assorted STOCK we have ever offered, comprising:
Tapestry, Brussells' and Velvet Pile CARPETS.
RUGS to match the above.
Hearth RUGS and Sofa CARPETS.
Printed FELTS, in squares or by the yard.
DAMASKS and REPS, in the leading colors.
A large assortment of FRINGES and TRIMMINGS.
Embroidered, Printed and Velvet Pile TABLE COVERS.
Coir MATS and MATTING.
FLOOR CLOTHS.
Mahogany and Brass Cornice POLES.
White and Colored BLANKETS.
Bed QUILTS.
Lace CURTAINS and ANTI-MACASSARS.
Eider Down QUILTS.
Carriage and Travelling RUGS.
PORTMANTEAUS.

For Ladies' Advertisement see To-morrow's Issue.

BRANCH ESTABLISHMENT,
Corner of Nankin and Szechuen Road,
SHANGHAI.

FOR SALE.

ONE 8 H.P. Horizontal Steam ENGINE, with Boiler and Mountings, complete.
Two Albion PRINTING PRESSES.
One Columbian do.
One large Plotting MACHINE.
A Radial Drilling MACHINE.
One Crab WINCH.
One Self-acting SAW BENCH, complete, with one Saw.
One Vertical DRILL.
One Donkey PUMP.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 894 Hongkong, 24th May, 1871.

J. AND R. TENNENT'S ALE and PORTER.
DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown } CANVAS.
ARNHOLD, KARBERG & Co.
tf 1120 Hongkong, 11th May, 1867.

FOR SALE,
Ex str. "Glengyle," and late arrivals.
GENUINE La Ferme CIGARRETTES, of assorted sizes.
Smoking TOBACCOS and SNUFFS.
Genuine Havana CIGARS, from $5 to $20 per 100.
Finest Cavite and Manila CIGARS and CHEROOTS.
Meerschaum PIPES, &c., &c.
J. C. KRUSE,
No. 10, Queen's Road Central.
1m 1743 Hongkong, 12th October, 1871.

The Chronicle and Directory for 1871.

NOW READY.

THIS Work, now in the NINTH year of its existence, is ready for delivery.
It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.
In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1871" has been further augmented by the addition of a Chromo-lithograph plate of the
NEW CODE OF SIGNALS IN USE
AT THE PEAK;
also of the
VARIOUS HOUSE FLAGS;
MAPS OF HONGKONG, JAPAN,
and of the
THE COAST OF CHINA;
besides other local information and statistics corrected to date of publication, tending to make this work the *vade mecum* for all Public, Mercantile and General Offices.
As already announced, the Directory is published in Two Forms, Complete at $5, or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Copies may be obtained at the *Daily Press* Office, and of the following Agents:—
Messrs. DROWN & Co., Swatow.
" WILSON, NICHOLLS & Co., Amoy.
" HEDGE & Co., Foochow.
" KELLY & Co., Shanghai.
Mr. J. R. BLACK, *Japan Gazette* Office, Yokohama.
Messrs. TRUBNER & Co., Paternoster Row, London.
Mr. G. STREET, Cornhill, London.
Mr. F. ALGAR, Clement's Lane, London.
Messrs. BATES, HENDY & Co., Old Jewry, London.
Mr. L. P. FISHER, Merchants' Exchange San Francisco.

For Sale.

FOR SALE,
Ex "Belted Will," "Cornwia," "Ambassador," &c., &c.

BASS & CO.'S OCTOBER BREW, in *hogsheads* and *kilderkins*.
Barclay & Co.'s PORTER, in hogsheads.
BEST JAMAICA RUM, in do.
BURKE'S DUBLIN STOUT, in quarts and pints.
BASS'S ALE, by Cameron and Saunders in quarts and pints.
Duff Gordon's SHERRIES, different scale.
Superior Old Vintage PORT.
Hennessy's BRANDY, 1 star and 3 stars.
AVH GIN, in red cases.
Krug & Co.'s CHAMPAGNE, in quarts and pints.
CROSSE & BLACKWELL'S OILMAN'S STORES.
HAMS, CHEESE, BACON, in tins.
Truffled PATES, FOIE GRAS, Preserved PROVISIONS of every description, American, English, Dutch, French and German VEGETABLES, in large assortment.
FINEST FRENCH BUTTER, in bottles.
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Sill's and Holstein BUTTER, in kegs.
RUSSIAN CAVIAR.
VANILLA BEANS.
TEYSSONEAUX JAMS, JELLIES, and FRUITS, in Juice and Brandy.
MENIER'S CHOCOLATE, *yellow, brown,* and *pink*.
At LAMMERT, ATKINSON & Co.
tf 906 Hongkong, 25th May, 1871.

FOR SALE.

CLARET, in wood.
ROAPILLION and BANDOL, in wood.
Breakfast and Dinner CLARETS, from $3 50 upwards
Chateau LAFITTE.
Haute BRION.
Rhenish WINES, large assortment.
Sparkling HOCK and MOSELLE.
Haut BARSAC and SAUTERNE.
French LIQUEURS, CHARTREUSE, &c., &c., ABSYNTH.
Vermuth NOUILLY PRAT.
Wynand FOKINKS, double Orange CURACOA.
At LAMMERT, ATKINSON & Co.
tf 907 Hongkong, 25th May, 1871.

A MONTILLADO, ...	per 1 doz.	Case	$13
PALE SHERRY,	" 1	"	$8
Superior MEDOC, ...	" 1	"	$8
Superior ST JULIEN, ...	" 1	"	$10
Sparkling MOSELLE, ...	" 1	"	$14
G. H. Mumm's CHAMPAGNE,	1	"	$15
BRANDY, $6 to $12. ...	" 1	"	

REYNOLDS & Co.
tf 1679 Hongkong, 2nd October, 1871.

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 1st February, 1871.

FOR SALE.

BRANDY, Fine Bois.
" Fine Champagne.
CLARET, Breakfast.
" Dinner.
Sparking HOCK.
" MOSELLE.
Still HOCK.
F. PEIL.
tf 310 Hongkong, 15th February, 1871.

FOR SALE.

ONE Superior High Pressure Horizontal STATIONARY STEAM ENGINE, complete, of 10 Horse Power.
One highly finished Extra-strong and Powerful Direct-acting Single Cylinder PORTABLE STEAM ENGINE, complete, of 12 Horse Power, manufactured by Messrs. CHARLES D. YOUNG & CO., PERTH. Apply to
MELCHERS & Co.
3m 1426 Hongkong, 23rd August, 1871

FOR SALE.
CHAMPAGNE:—
ROEDERER CARTE NOIR.
ROEDERER CARTE BLANCHE.
ROEDERER CARTE BLANCHE DORE.
ROEDERER GLADIATEUR.
SANDER & Co.,
Sole Agents for Hongkong and China.
tf 1694 Hongkong, 3rd September, 1869.

THATHAM'S BRANDY	in 1 doz.	cases.	
" SHERRY	" 3	"	
" PORT	" 2	"	
" CLARET	" 1	"	

BIRLEY & Co.

NOW READY.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY
WITH THE
PUNTI AND MANDARIN PRONUNCIATION.
An ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR scope and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.
The scope of the work is so great, and its utilitarian purposes so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully, with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.
It comprises upwards of two thousand large quarto pages.

TRUBNER & Co.,
60, PATERNOSTER ROW:
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

Vessels on the Berth.

FOR SHANGHAI, *direct.*
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, TIENTSIN, *and* PORTS IN JAPAN.
THE O. S. S. Co.'s Steamship
"ULYSSES."
will be despatched TO-DAY, the 6th instant, at 4 P.M.
BUTTERFIELD & SWIRE,
Agents.
3d 1897 Hongkong, 4th November, 1871.

FOR SAIGON AND BANGKOK.
THE American Steamer
"LUZON,"
C. C. Williams, Commander, expected from Swatow on or about the 9th instant, will leave for the above ports on the 12th inst.
No correspondence will be received by the agents or on board.
For Freight or Passage, apply to
BOURJAU, HUBENER & Co.
tf 1890 Hongkong, 3rd November, 1871.

STEAM TO YOKOHAMA.
THE P. & O. S. N. Co.'s steamship
"ELLORA,"
will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 2nd November, 1871. [tf 1884

THE P. & O. S. N. Co.'s Steamship
"AUSTRALIA,"
leaving Hongkong with H. M. Mails, Passengers, Specie and Cargo on the 15th proximo, will proceed through to Suez.
A. McIVER, *Superintendent.*
P. & O. S. N. Co.'s Office,
Hongkong, 21st October, 1871. [tf 1869

FOR SAN FRANCISCO.
THE A 1 American Clipper-barque
"QUICKSTEP,"
A. P. Chase, Master, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1783 Hongkong, 18th October, 1871.

FOR SAN FRANCISCO,
To follow the "Quickstep."
THE A 1 American Ship
"YOSEMITE,"
shortly expected from San Francisco, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1784 Hongkong, 18th October, 1871.

FOR NEW YORK.
THE A 1 British Ship
"EARLY MORN,"
shortly expected from Shanghai, will load at Whampoa as above, and have immediate despatch.
For Freight, apply to
RUSSELL & Co.
tf 1785 Hongkong, 18th October, 1871.

FOR MELBOURNE AND SYDNEY.
THE A 1 British Barque
"JANE SPEIRS,"
308 Tons Register, C. T. Brown, Master, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1684 Hongkong, 3rd October, 1871.

FOR HAMBURG *(direct).*
THE German 3-masted Schooner
"BERTHA,"
Rose, Master, will load as above at Whampoa and Macao, and have quick despatch.
For Freight, apply to
WM. PUSTAU & Co.
tf 1611 Hongkong, 22nd September, 1871.

FOR NEW YORK.
THE A 1 British Ship
"BIRDSTON,"
will load at this and Whampoa for the above port, and have quick despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1604 Hongkong, 21st September, 1871.

FOR DUNEDIN, (NEW ZEALAND,) AND MELBOURNE.
THE A 1 British Clipper-barque
"SEA GULL,"
Marshall, Master, having the greater portion of her Cargo engaged, will meet with early despatch as above.
For Freight or Passage, apply to
RUSSELL & Co.
tf 1692 Hongkong, 28th September, 1871.

FOR DUNEDIN (N.Z.) AND MELBOURNE.
THE Clipper Ship
"WHIRLWIND,"
Capt. Graham, having the greater portion of her Cargo and Passengers engaged, will have immediate despatch for the above ports.
For Freight or Passage, apply to
ROZARIO & Co.
tf 1627 Hongkong, 25th September, 1871.

FOR LONDON,
With immediate despatch.
THE A 1 British Barque
"ELFIN,"
Capt. Beer, has room for a limited amount of Cargo.
Apply to
CARLOWITZ & Co.
tf 1557 Hongkong, 23th September, 1871.

FOR SAN FRANCISCO.
THE American Ship
"FLORELLA,"
Capt. F. G. Peabody, will have quick despatch for the above port.
For Freight, apply to
AUGUSTINE HEARD & Co.
4w 1795 Hongkong, 19th October, 1871.

FOR NEW YORK.
THE A 1 North German Barque
"ST. PAULI,"
will load at this and Whampoa for New York, and will have quick despatch.
For Freight, apply to
OLYPHANT & Co.
tf 1530 Hongkong, 7th September, 1871.

FOR FREIGHT OR CHARTER.
THE A 1 British Ship
"ILIONE,"
742 Tons Register, Captain Thomas Rapson.
Applications to be made to
BIRLEY & Co.,
Agents.
tf 1885 Hongkong, 2nd November, 1871.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS & BRASSFOUNDERS,
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
tf 387 Hongkong, 1st March, 1871.

NOTICE.

YOW TO, who was our Manager, has ceased to be in our employ since the end of the 8th month, and in future all orders for purchases of goods must be signed by YOW PAK.
CHUNG MOW TYE,
No. 68, Wellington Street.
1m 1772 Hongkong, 17th October, 1871.

Business Announcements.

SAIL MAKING.

WILLIAM DOLAN having returned to Hongkong, has resumed his business of SAIL MAKING in all its branches, at his old place in *Duddell Street*, and solicits the patronage of the Public.
He has on hand a fine assortment of 8 and 10 ounce RAVINS DUCK, suitable for Boat Sails or Awnings.
tf 858 Hongkong, 30th April, 1869

NOTICE.

THE undersigned, Sweet-meat Dealers' Shop, has been established at Canton for a number of years, and *we have no other branch elsewhere than the one established in this City.* The success of this most delicious and unrivalled Preserves has caused some impudent and evil disposed persons at Hongkong and Macao (who are eager to obtain money by illegal means), to apply the name of "CHY LOONG" to their own inferior Goods. Thus the Public is cheated; but what good will be to the evil disposed who will be punished by the visitation of God? The Public are, therefore, requested to send their orders direct to our establishment at Canton, Honam, and this is the only way in which they can obtain our Genuine Goods.
CHY LOONG.
Sweet-meat Dealers' Shop, Canton.
6m 1854 Canton, 30th October, 1871.

E. R. HANDLEY,
HOUSE AND SHIP PLUMBER, COPPER SMITH,
BRASS FOUNDER AND GAS FITTER.
(LATE PATERSON & HANDLEY),
70 F, *Praya West,*
Next to the P. & O. Coal Stores,
tf 1681 HONGKONG. [Sept. 15

WING-KEE COAL SHOP.

THE Proprietor of WING-KEE Shop begs to inform the Public that his Shop has been established since 1855, at *Endicott's Lane*, and that he has always a great quantity of Best COAL in store for Sale. Gentlemen or Shipmasters wishing to patronise him, are requested to apply at his Shop.
1y 699 Hongkong, 24th April, 1871.

福興號火藥
THE undersigned begs to inform the Public that he has all sorts of Old CIGARS, HAVANA, CAVITE and MANILA, in small and large boxes, best TOBACCO, and prepared TOBACCO for Sale at an agreeable prices.
For particulars, apply to
KWONG YUEN HING,
No. 61, Queen's Road,
Next to the entrance of the Central Market.
6m 1464 Hongkong, 29th August, 1871.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, MARSEILLES;
ALSO,
MAHE, ST. DENIS, PORT LOUIS.

ON WEDNESDAY, the 8th November, at noon, the Company's S. S. "*PROVENCE*," Commandant MACAIRE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping orders will be granted till noon, and Cargo will be received on board until 4 P.M., Specie and Parcels until 3 o'clock P.M. on the 7th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
For further particulars, apply at the Company's Office.
C. BERTRAND,
Principal Agent.
Hongkong, 30th October, 1871.

THROUGH U.S. MAIL LINE
FROM
CHINA AND JAPAN TO NEW YORK.

PACIFIC MAIL S. S. COMPANY
IN CONNECTION WITH THE
CENTRAL AND UNION PACIFIC RAILROAD COMPANIES.

THE S. S. "*GREAT REPUBLIC*," Captain COBB, will leave Hongkong for San Francisco via Yokohama on SATURDAY, the 11th of November next, at 3 o'clock P.M., taking Passengers, Mails and Freight, for the United States, Canada, Central and South America, and Europe.
A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
The "*GREAT REPUBLIC*" will be due at San Francisco, December 16th, whence daily Passenger trains and daily Freight trains are run over the Central and Union Pacific Railroad Lines for New York and for all the principal cities in the interior and upon the Atlantic Seaboard.—The time between San Francisco and New York by First-class Passenger trains is six days and twenty hours; and the distance 3,312 miles.
The Silver Palace Sleeping Cars are run through on these trains, making Drawing Room Cars by day, and Sleeping Cars by night; and are of the latest and best American pattern, being unexcelled for comfort and convenience.
At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
Through Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, and San Francisco, for the Overland Railroad, and to Europe by connecting Lines of Steamers. The Overland Railroad Companies *Guarantee* 12 days time for Silk and 18 days for Teas and General Merchandise, between San Francisco and New York.
Favorable arrangements have been made for Through Passengers and Freight to America from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.
Return Passage Tickets issued at a reduction of 20% on regular rates.
Value and weight of Parcel Packages required; all Packages should be marked to address in full.
No Freight received after noon of the 10th prox. No Parcel Packages received after 5 P.M. same day.
For further information as to Passage or Freight, apply at the Agency of the Company, *Praya West.*
T. A. HARRIS,
Agent.
Hongkong, October 12th, 1871.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, MARSEILLES, OTHER MEDITERRANEAN PORTS, AND SOUTHAMPTON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

THE PENINSULAR AND ORIENTAL STE

Extracts.

Beautiful Child.

Beautiful child by thy mother's knee,
In the mystic future what will thou be?
A demon of sin or an angel sublime—
A poison Upas or innocent Thyme—
A spirit of evil, flashing *down*—
With the lurid light of a fiery crown—
Or gliding *up* with a shining track,
Like the morning star that ne'er looks back.
Daintiest dreamer that ever smiled,
Which wilt thou be my beautiful child?

Beautiful child in my garden bowers,
Friend of the butterflies, birds and flowers,
Pure are the sparkling crystalline stream,
Jewels of truth in thy fairy eyes beam;
Was there ever a whiter son than thine
Worshipped by Love in a mortal shrine?
My heart thou hast gladdened for two sweet years,
With rainbows of hope through mists of tears
Mists beyond which thy sunny smile
With its halo of glory beams all the while.

Beautiful child, to thy look is given
A gleam serene, not of earth but of heaven,
With thy tell-tale eyes and prattling tongue
Would thou couldst ever thus be young.
Like the beautiful strains of the mocking bird,
From stair to hall thy voice is heard.
How oft in the garden nooks thou'rt found
With flowers thy curly head around!
And kneeling beside me with figure so quaint,
Oh! who would not dote on my infant saint?

Beautiful child, what thy fate shall be
Perchance is wisely hidden from me.
A fallen star thou mayst leave my side.
And of sorrow and shame become the bride—
Shivering, quivering, through the cold street,
With a curse behind and before thy feet—
Ashamed to live and afraid to die;
No home, no friend, and a pitiless sky,
Merciful Father, my brain grows wild;
Oh, keep from evil my beautiful child.

Beautiful child, mayst thou soar above,
A warbling cherub of joy and love,
A drop on Eternity's mighty sea,
A blossom on Life's immortal tree—
Floating, flowering evermore
In the blessed light of the golden shore;
And as I gaze on they sinless bloom
And thy radiant face they dispel my gloom:
I feel he will keep thee undefiled,
And his love protect my beautiful child.

Harper's New Monthly Magazine.

The Religion of Dickens.

The writer of these pages begs to say here most respectfully and emphatically, that he will not feel himself bound in future to answer to any inquiries, from however well-meaning correspondents, as to whether Charles Dickens was an "Unbeliever," or a "Unitarian," or an "Episcopalian," or "whether he ever went to church in his life," or "used improper language," or "drank enough to hurt him." He was human, very human, but he was no scoffer or doubter. His religion was of the heart, and his faith beyond questioning. He taught the world, said Dean Stanley, over his new-made grave in Westminster Abbey, great lessons of "the eternal value of generosity, of purity, of kindness, and of unselfishness,"—and by his fruits he shall be known of all men. Let me commend to the attention of my numerous nameless correspondents, who have attempted to soil the moral character of Dickens, the following little incident, related to me by himself, during a summer evening walk among the Kentish meadows, a few months before he died. I will try to tell the story, if possible, as simply and naturally as he told it to me. "I chanced to be travelling some years ago," he said, "in a railroad carriage between Liverpool and London. Besides myself there were two ladies and a gentleman occupying the carriage. We happened to be all strangers to each other, but I noticed at once that a clergyman was of the party. I was occupied with a ponderous article in the *Times*, when the sound of my own name drew my attention to the fact that a conversation was going forward among the three persons in the carriage with reference to myself and books. One of the ladies was perusing "Bleak House," then lately published, and the clergyman had commenced a conversation with the ladies by asking what book they were reading. On being told the author's name and the title of the book, he expressed himself greatly grieved that any lady in England should be willing to take up the writings of so vile a character as Charles Dickens. Both the ladies showed great surprise at the low estimate the clergyman put upon an author whom they had been accustomed to read, the least, with a certain degree of pleasure. They were evidently much shocked at what the man said of the immoral tendency of these books, which they seemed never before to have suspected. Presently I joined in the conversation and made myself known to the clergyman, but as we were nearing the station in London, I was spared a long interview with my truthful companion; but if I were to live a hundred years I should not forget the abject condition into which the narrator of my crimes was instantly plunged. His face turned white as his cravat, and his lips refused to utter words. He seemed like a wilted vegetable, and as if his legs belonged to somebody else. The ladies became aware of the situation at once, and bidding them "good-day," I stepped smilingly out of the carriage. Before I could get away from the station the man had mustered up strength sufficient to follow me, and his apologies were so nauseous and craven that I pitied him from my soul. I left him with this caution: Before you make chages against the character of any man again, about whom you know nothing, and of whose works you are utterly ignorant, study to be a seeker after truth, and avoid lying as you would eternal perdition.—*Mr. Fields in the Atlantic.*

The Late War.

(*Daily Telegraph.*)

My Experiences of the War between France and Germany. By Archibald Forbes, one of the Special Correspondents of the *Daily News*. Two Vols. London: Hurst and Blackett.—A modest preface states that the first part of the book before us consists mainly of letters contributed to the *Morning Advertiser*, while the remaining three parts are founded on letters written to the *Daily News*. The whole book has been, however, more or less re-cast, and furnishes materials which cannot fail to be of immense value to some future historian of the war. It would be a work of supererogation to say that "My Experiences" will well repay perusal. As the pages before us contain, however, little that is new to the diligent newspaper reader, and as the campaign has been over and over again analysed, summarised, and criticised, we are somewhat puzzled as to how we should best discharge the duty of reviewer. We believe that we cannot do better than take a leisurely canter through the work, only stopping every now and then to direct attention to some of the more interesting anecdotes, remarks, and comments with which the book is crammed. Chief among the causes which contributed to the success of the Germans during the late war was their wonderful marching power. Nor was this the result of the training of the campaign, for even so early as the last week in July "a battalion marched in during the evening after a fifteen miles' tramp in heavy marching order, under an intensely hot sun, and the men wearing new boots. Powdered thick as the sturdy square-built fellows were, it was plain they were good, if need were, for another fifteen miles." Speaking of another battalion after a ten miles' march, the author observes—"The pace at which the battalion passed could have been but little short of four miles an hour . . . . And notwithstanding the length of the march and the rate at which the ground was covered, only one man had been compelled to fall out." Alluding to the Kingston march and the senseless clamour raised by the public about it, Mr. Forbes says that the clamourers "should have seen the Germans striding steadily forward, the thermometer at eighty or eighty-five in the shade, with needle gun, heavy knapsack, eighty rounds of ammunition, huge great coat, camp kettle, sword (a useless encumbrance), spade, water bottle, haversack, and lots of odds and ends dangling about them, with perhaps a loaf, like a curling stone, under the arm, and without the remotest symptoms of sunstroke. But then they had not been drunk with bad beer or worse, spirits the night before, and it is the overnight intoxication to which, I think, inquiry would demonstrate that cases of sunstroke on the march are mostly attributable."

The author clearly shows that the French, at the commencement of the war, might, for all the resistance to be opposed by the enemy, have easily penetrated at least a day's march into German territory. The fact is that neither on the 2nd of August nor for several days after were the Germans ready in defend their frontier, much less to invade France, had they been attacked. Saarbruck was held for days "on the bounce." We learn that on the morning of the petty skirmish at that place the German forces consisted of only two battalions of infantry, a regiment of Uhlans and a few field pieces, while the French brought some 6,000 or 7,000 men into action. On the night after the action "there was no force nearer Saarbruck than Neunkirchen, save scattered detachments of the infantry and cavalry which had evacuated Saarbruck, and a couple of squadrons of Cuirassiers holding the roads as cuirassiers. Supports did exist farther in the rear, but scattered abroad over the face of the country." The truth is that the French were neither ready nor possessed of any information as to the movements of the enemy. Had the French known how matters stood and been prepared to commence operations, Mr. Forbes thinks that Napoleon "would have seen the Rhine without having had to fight a pitched battle."

If any people imagine that in mere fighting powers the French soldiers who opened the campaign were unworthy of those who fought in the Crimea and in Italy, a perusal of Mr. Forbes's account of the battle of Forbach must convince them of their error. The battle was indeed for some time doubtful till after some hours' hard fighting Avensleben arrived with reinforcements and turned the fortunes of the day. "Three times did the Germans charge the hill and the wood—scarcely less a hill; three times did the French, fighting with a stubborn fury that was of the undegenerate days, hurl them back with a withering fire right in their teeth, almost at arms' length. Even when the day was clearly lost the French still fought with despairing obstinacy. "The French seemed never to know when they were beaten." Their artillery especially distinguished itself, "and was well and staunchly served to the last." The loss of the Germans was terrible, being 43,000, or over one in five of those actually engaged. It appears that General Steinmetz has been unjustly blamed for the slaughter at Forbach, since he did not reach Saarbruck till the evening after the battle.

Eight days after the battle of Forbach, or Spicheren, was fought that of Courcelles. Mr. Forbes is of opinion that Bazaine need not have fought at all to the east of Metz, the fortress itself being amply sufficient to cover his retreat. The battle, however, took place "simply because he had let his front get clogged in the passage of the Moselle, and was not impressed with the necessity of clearing his feet and getting away quickly from what afterwards proved his prison house."

The utter failure of the French to make a proper use of their light cavalry is a matter of notoriety. There was, however, one exception, which is worthy of record. On the 12th August forty Uhlans made an attempt to sever the railway and telegraph communication between Metz and Nancy:—

"An official wired their presence to Metz, and brought a squadron of the Chasseurs d'Afrique on their grey Arab stallions down from Metz at the gallop. They did the distance—about fifteen miles—at hunting pace, surrounded the Uhlans while engrossed at their work, and potted the lot with neatness and dexterity, being on their way back to Metz with their prisoners in less than half an hour."

Want of space forids us t) follow the author in his interesting account of the battles of the 16th and 5th. Of the two, that which was fought on the former date was the most sanguinary, the loss of the Germans being no less than 18,000 men out of 80,000 engaged.

Quitting Metz for a short time, Mr. Forbes hastened after the Crown Prince, and, after an arduous journey, caught it up only just in time to be a witness of the battle which took place at Sedan on the 1st September. We shall not attempt to give even an abstract of the author's account of that often described battle. It is, however, most interesting, and we can cordially recommend it to both the student of military history and the general reader. We cannot, refrain from extracting the following spirited narrative of the gallant charge of the Chasseurs d'Afrique against the infantry of a portion of the Crown Prince's army:—

"At a gallop through the ragged intervals in the confused masses of the infantry came dashing the Chasseurs d'Afrique. The squadrons halted, fronted, and then wheeled into line, at a pace and with a regularity which would have done them credit in the Champ de Mars, and did them double credit, executed as was the evolution under a warm fire. That fire, as one could tell by the dying away of the smoke jets, ceased all of a sudden, as if the trumpets which rang out the 'charge' for the Chasseurs had sounded also the 'cease firing' for the German artillery and infantry. Not a needle gun gave fire as the splendid horsemen crashed down the gentle slope with the velocity of an avalanche. I have seen not a few cavalry charges, but I never saw a finer one, whether from a spectator's or an adjutant's point of view, than this one of the Chasseurs d'Afrique. It was destined to a sudden arrestment, and that without the ceremony of the trumpets sounding the halt. The horsemen and the footmen might have seen the colour of each others 'moustaches (to use Havelock's favourite phrase) when along the line of the latter there flashed out a sudden, simultaneous streak of fire. Like thunderclaps sounding over the din of a hurricane, rose the measured crash of the battery guns, and the cloud of white smoke drifted away towards the Chasseurs, enveloping them for the moment from one's sight. When it blew away, there was visible a line of bright uniforms and grey horses struggling prostrate among the potato drills, or lying still in death. Only a handful of all the gallant show of five minutes before were galloping backward up the slope, leaving tokens at intervals of their progress as they retreated."

Some surprise has been experienced at the deterioration of the far-famed Zouaves. An old French officer in conversation with our author, after the capitulation of Metz, thus accounted for the fact:—"When these regiments were first constituted, he said, the ranks were really full of fighting men. But as their fame grew they became fashionable, and then their ruin set in. The ranks were crowded by young sprigs, who had no other thought than a picturesque uniform, waxed moustaches, the *demi-monde*, and absinthe; and the once stout and capable regiments had lost their prowess, and become enervated and flaccid".

We are inclined to think that the Zouaves have in reality not deteriorated to a greater extent than the rest of the French army, and that the reason why they have been made the recipients of so much obloquy is that their prowess, chiefly shown in the distant battlefields of Africa, had been looked on as something fabulous, and been surrounded by a misty halo of romance. They were over-estimated at first, and afterwards under-estimated, the injustice being due rather to the nonfulfilment of exaggerated anticipations than to the shortcomings of the men themselves.

After the surrender of Bazaine, whom by the way Mr. Forbes considers an ill-used man, our author proceeded to Paris and attached himself to the army of the Crown Prince of Saxony, and the result is a very interesting chronicle of the doings of that portion of the investing force. Wisely as we think, this chronicle has been greatly condensed, but there are, nevertheless, many valuable pages in it. The events which it describes, however, are too fresh in the memory of our readers to merit in most cases even a passing notice. The result of the actions to the south-east of Paris on the 30th November and the 2nd December has been the subject of considerable discussion. We find that Mr. Forbes holds pretty much the same opinion as that which was expressed at the time in our "Diary of the War:"—"The Germans had gained the victory, in that they had not been beaten away from their stand point. The French had lost the day, because Trochu did not sup in Lagny, and that is all that can be said on the matter." It is evident from what Mr. Forbes says that the Saxon line was most dangerously stretched and that a very little more would have converted the passive and qualified victory of the Germans into an unqualified defeat. On another point also the assertions made in the "Diary of the War" have been confirmed. Mr. Forbes says that competent authorities assert that Paris might have subsisted for a fortnight or three weeks longer, "had the pickles and preserves, and all the odds and ends now sold at exorbitant prices, been taken and rationed. Certainly the supply of horseflesh was far from exhausted. It surprised me to see so many well-appointed vehicles still in the streets of Paris, with well-conditioned horses."

The last chapter, giving an account of a visit to Germany after the conclusion of peace, and a description of the return of the German army, is perhaps the best in the book, and is well worthy of perusal even by those who have become perfectly nauseated with the history of the campaign. The whole book is indeed good, very good; yet it has its defects. The absence of maps simply diminishes its value 50 per cent. Another defect is the style, which is occasionally disfigured by slang and imitations of Carlyle, while throughout there is want of grace, ease, and smoothness, which detracts greatly from the pleasure with which the work is read.

A Clergyman of the Old School.

One of the oddest of the old school of clergymen was the Rev. William Leslie, laird of Balnageith, and minister of St. Andrews, Lhanbrydo. He received his weekly newspaper one Sunday morning just as he was leaving the manse for his duties in church. While the precentor was singing, Mr. Leslie was busy with his newspaper; and when the precentor ceased, he said, "Just sing another verse, John, till I have finished this paragraph." During the discourse, he gave the news of a recent battle, so that his procedure at the commencement of the service was more readily excused. On another occasion, Mr. Leslie remarked, during his discourse, "You must excuse me, brethren, not entering so fully into the subject to-day, since I have an appointment to dine at Ardivit." He referred to the country seat of an hospitable landowner in the vicinity. Mr. Leslie was celebrated for the readiness with which he granted certificates, and for the eccentric manner in which these were written. Here is one: "To all His Majesty's loyal subjects who can feel for a fellow-sinner in distress, I beg to certify that the bearer, William Jack, is a son of my old bellman's a man well known in this neighbourhood for his honest poverty and his excessive indolence. The bearer, William Jack, has fallen heir to all his father's poverty, and a double share of his improvidence. I cannot say that the bearer, William Jack, has many active virtues to boast of, but he has not been altogether unmindful of Scriptural injunctions, and has labored with no small success to replenish the earth, although he has done but little to subdue the same. 'Twas his misfortune to lose a cow, by too little care and too much here chaff; likewise that walking skeleton, which he calls his horse, having ceased to hear the oppressor's voice, or to dread the tyrant's rod, now man has nothing to look to but the skins of the defunct, and the generosity of a benevolent public, by whom he hopes to be stimulated, through these testimonials, with receipt. WILLIAM LESLIE, Lhanbryde Glebe, 1829."—*News Letter.*

A Welsh Colony in Patagonia.

The colony of Chupat, on the west coast of Patagonia, was formed by a party of Welsh people under the superintendence of Mr. Jones, an Independent Minister of Bala, in North Wales, in the year 1865. Since its establishment the colonists have been more or less dependent on the Argentine Government for their subsistence, and news has been occasionally heard of them at Buenos Ayres, to which place they make periodical trips in a schooner. This schooner was, however, wrecked in 1868, and another small schooner, which they purchased with the assistance of the Argentine Government, also coming into trouble, their means of communication with the outer world were cut off. In the month of March last, no news having been heard of the colonists since in month of May in the previous year, considerable anxiety was felt on their account, and the British gunboat *Cracker* was dispatched to ascertain what had become of them. The vessel accordingly arrived at Engano Bay, on the 4th of April last, and Commander Dennistoun proceeded by boat up the river about six miles to the village of Chupat, and had the satisfaction of finding the colonists in excellent health and spirits, although they had been thrown on their own resources for so long a period. Their gratitude for the anxiety displayed on their behalf is described as "most touching."

The colony had suffered for two years from drought, and the whole wheat crop of last year, estimated at 15½ tons, was just about sufficient to support the present population (estimated as equal to 110 adults) at the rate of eight pounds a week each until next harvest, supposing none were kept for seed. Two families were found utterly destitute of grain, while ten others had certainly not enough to last more than two months or so; and as Mr. Lewis Jones, to whom Commander Dennistoun granted a passage to Montevideo, could not return to the colony with supplies for four months, Commander Dennistoun took upon himself the responsibility of leaving what provisions could be spared to assist the poorest families. He also let them have two hundred pounds of soap, an article they had been destitute of for four months.

The whole colony had been without any description of groceries for ten months, living chiefly on bread, butter, and milk, and what guanaco and ostrich meat they could obtain by hunting. At present there are only seven sheep in the colony and the only means of communication that exists with Buenos Ayres is by land via Patagonia; but to reach it an unknown tract of country of some two hundred miles has to be traversed, with little or no water to be found. Yet in spite of these little drawbacks to comfort, not one individual expressed a wish to leave the colony.

Insurances.

COMPAGNIE LYONNAISE D'ASSURANCES MARITIMES.

Société anonyme libre au Capital de 6,000,000 de francs (un quart versé.)

THIS Company, being associated for purposes of Marine Insurance in the Far East, with the

LLOYD FRANCAIS, Capital of 6,000,000 frcs.,
And with the CIE FRANCAISE D'ASSURANCES MARITIMES,
Capital of..... 5,000,000 frcs.,
Offers to the ASSURED the
Security of a collective
Capital of.....17,000,000 frcs.

Agencies established, and Policies made payable in Lyons, Paris, London, Marseilles, Calcutta, Bombay, Yokohama, Hongkong and Shanghai.

The undersigned having been appointed Agents in China for the above-named Company, are prepared to accept Marine risks, foreign or coastwise, at current rates.

RUSSELL & Co.

tf 1377 Hongkong, 23rd July, 1870.

PACIFIC INSURANCE COMPANY, OF SAN FRANCISCO, CALIFORNIA.

LOSSES payable without extra charge in SAN FRANCISCO, NEW YORK, LIVERPOOL, or LONDON.

MERCHANDISE with average accepted at current rates by STEAMERS and strictly 1 1 SAILING VESSELS.

OVERLAND RAILROAD.

Risks Free of Particular average accepted from SAN FRANCISCO to any city in the UNITED STATES not south of ST. LOUIS, by RAIL, at one half per cent. net.

RUSSELL & Co.,
Agents,
tf 9701 *Hongkong and Shanghai.*

NOTICE.

IMPERIAL FIRE OFFICE.

FROM and after this date the following rates will be charged SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼	of the annual rate	
Not exceeding 1 month	½	of the annual rate	
Above 1 month, and not exceeding.....	3	„ ¼	do. do.
Above 3 months and not exceeding.....	6	„ ½	do. do.

Above 6 months the full annual rate.

GIBB, LIVINGSTON & Co.,
Agents, Imperial Fire Insurance Company,
tf 675 Hongkong, 13th August, 1869.

OCEAN MARINE INSURANCE COMPANY, LONDON.

INCORPORATED 1859.

CAPITAL, £1,000,000.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co.

tf 1351 Hongkong, 7th June, 1867.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

THE LIVERPOOL AND BOMBAY TRADERS' INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Marine Risks at current rates.

HOLLIDAY, WISE & Co.

tf 777 Hongkong, 25th April 1870.

Insurances.

PACIFIC INSURANCE COMPANY, SAN FRANCISCO.

THE Undersigned, Agents for the above Company, are prepared to grant POLICIES against Fire on Buildings and Goods, at current rates.

RUSSELL & Co.

tf 366 Hongkong, 7th February, 1867.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.

THE Undersigned having been appointed Agents in China for the above INSURANCE COMPANY, are prepared to grant Policies covering Marine Risks at the Current Rates.

RUSSELL & Co.

tf 573 Hongkong, 2nd March, 1867.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

In addition to the usual brokerage, this Association returns to the assured *Twenty per cent. of its yearly profits*, divided *pro rata* to the net premium contributed.

RUSSELL & Co.,
Secretaries.
tf 1089 Hongkong, 1st January, 1870.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to grant Policies gainst Sea Risks at current rates.

RUSSELL & Co.

tf 1022 Hongkong, 1st April, 1865.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Treaty Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
Secretaries.
tf 557 Hongkong, 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD Insurances, viz:—

Not exceeding	1 month	½ of the annual rate	
Above 1 month, and not exceeding.....	3	„ ½	do. do.
Above 3 months and not exceeding.....	6	„ ½	do. do.

Above 6 months the full annual rate.

GILMAN & Co., *Agents,*
North British & Mercantile Insurance Company.
tf 696 Hongkong, 7th April 1868.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days,	¼	of the annual rate.
Not exceeding 1 month,	½	do. do.
Above 1 month and not exceeding 3 months...	¾	do. do.
Above 3 months and not exceeding 6 months...	⅞	do. do.

NORTON, LYALL & Co.,
Agents the Queen Insurance Company.
tf 242 Hongkong, 22nd January, 1870.

THE QUEEN INSURANCE COMPANY.

CAPITAL,—TWO MILLION STERLING.

THE Undersigned having been appointed Agent for the above Company at this port, is prepared to grant Policies against Fire, to the extend of £10,000, on Buildings or on Goods stored therein.

NORTON, LYALL & Co.

tf 241 Hongkong, 22nd January, 1870.

THE GUARDIAN FIRE AND LIFE ASSURANCE COMPANY.

No. 11, LOMBARD STREET, LONDON, E.C.
ESTABLISHED 1821,
And empowered by special Acts of Parliament.

Subscribed Capital—£2,000,000, Sterling.

THE Undersigned having been duly appointed Agents for the above Company, are prepared to take risks against Fire, on the usual terms.

OLYPHANT & Co.

tf 2317 Hongkong, 7th December, 1869.

IMPERIAL FIRE INSURANCE COMPANY

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for Fire Insurance viz:—

Detached & semi-detached Dwelling Houses removed from town, and their contents.	½ per cent.
Other dwelling Houses, used strictly as such, and their contents.	¾ per cent.
Godowns, Offices, Shops, &c., and their contents.	1 per cent

GIBB, LIVINGSTON & Co.,
Agents Imperial Fire Insurance Company
tf 864 Hongkong, 7th March, 1865.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached & semi-detached Dwelling Houses, removed from town, and their contents.	½ per cent. per annum
Other dwelling Houses used strictly as such, and their contents.	¾ „
Godowns, Offices, Shops, &c., and their contents.	1 „

GILMAN & Co.,
Agents, North British and Mercantile Insurance Company.
tf 886 Hongkong, 10th March, 1865.

NOTICE.

FROM and after this date the following rates will be charged for SHORT PERIOD Insurances, viz:—

Not exceeding Ten days	¼	of the annual rates	
Not exceeding 1 month	½	do.	do.
Above 1 month, and not exceeding three months.	¾	do.	do.
Above 3 months, and not exceeding six months....	⅞	do.	do.

Above six months the full annual rate.

JARDINE, MATHESON & Co.,
Agents, Alliance Fire Assurance Company.
tf 678 Hongkong, 26th August, 1869.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

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The following rates will be charged for SHORT PERIOD Policies:—

Not exceeding 10 days	¼	th per cent.	
Not exceeding.....	1 month	½	per cent.
Above 1 month, and not exceeding.....	3	„ ½	„
Above 3 months, and not exceeding.....	6	„ ¾	„

Above 6 months, the full annual rate of 1 „

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ANDREWS.—A Dictionary of the Hawaiian Language, to which is appended an English-Hawaiian Vocabulary, and a Chronological Table of Remarkable Events. By Lorrin Andrews. 8vo. pp. 560, cloth £1 11s. 6d.

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